

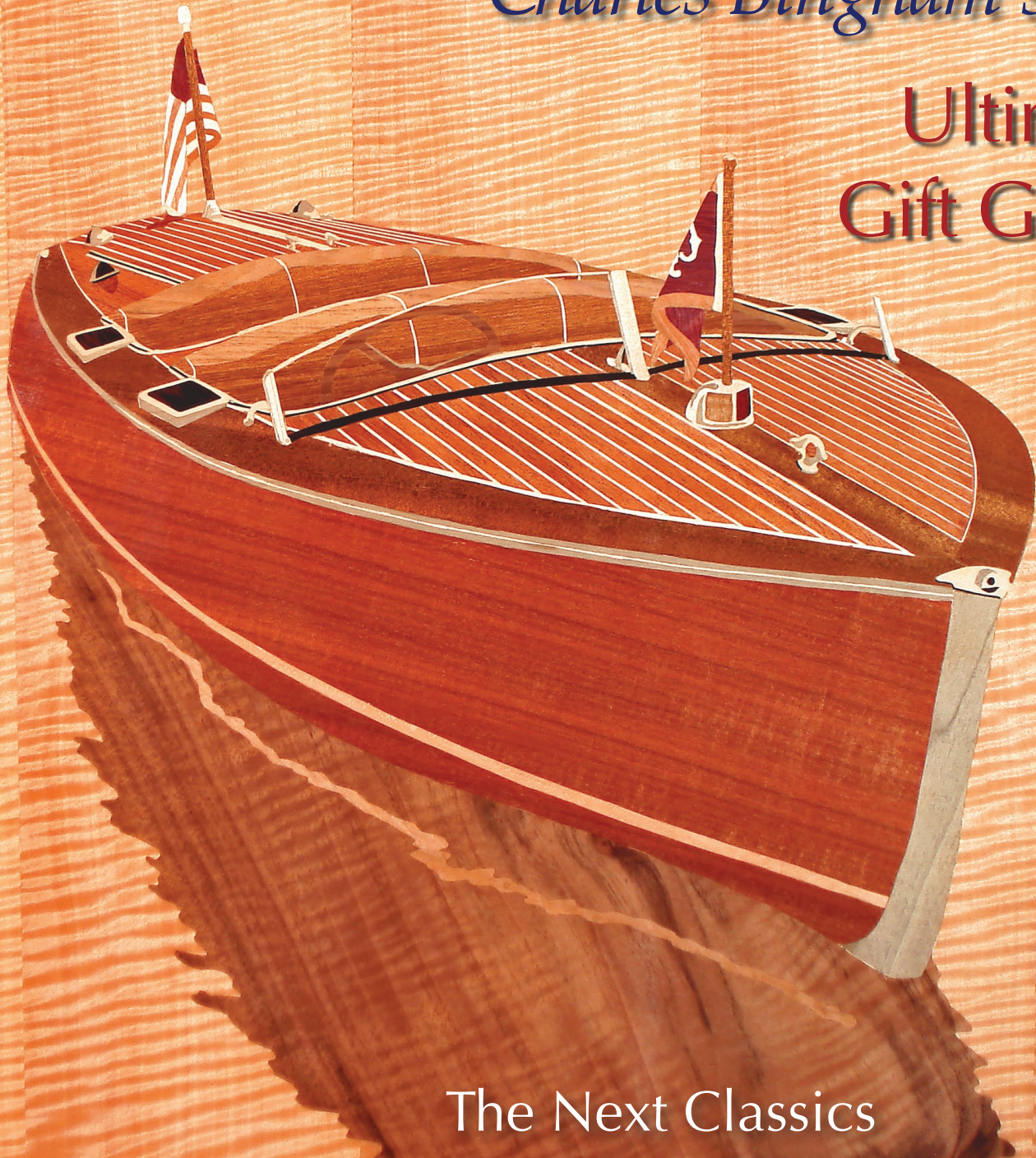
CLASSIC *Yacht*

ISSUE TWENTY NINE

for those who love great boats

Charles Bingham's Art

**Ultimate
Gift Guide**



The Next Classics

Charles Bingham

CLASSIC

Yacht

ISSUE TWENTY NINE

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PENMANSHIP

Art and Arrogance

If you're reading this you probably have a sincere appreciation of the beauty inherent in so many of the world's finest boats. You tip your hat to the genius and talent that went into creating a Gar Wood run-about, a Fife sailing yacht and a modern Riva Aquariva. The men who designed and built these iconic vessels were not *only* artists but accomplished engineers, visionary designers and skilled craftsmen.

Christian Jankowski doesn't see it that way. The German only-an-artist (Anyone ever heard of him until now? Not us.) recently discovered boats. Not just any boats, but for starters a quite nice Riva Aquariva, by any measure one of the world's great modern classic boats. Her mahogany, stainless, leather and glass are assembled in a way that's tough to ignore.

The Riva normally sells for \$720,000. But Jankowski doesn't see it as being

the least bit artful at that price. Have no fear, though; for \$850,000 he'll sell you the same boat, with his own name, *Christian*, splashed on the transom.



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Achtung! You have yourself a boat that's suddenly worth appreciating!

The self-annointed artist proclaimed, "This is my found object, and I'm interested in how the crowds engage with it, how the media reacts to it, and ultimately, how potential owners will transform this object into a work of art by agreeing to buy it. I could

have just said, an extra €10,000 (\$13,700) would be fine, but I'm really interested in this very high level of wealth, where that sum of €100,000 (\$137,000) becomes discretionary, and where the buyer is really, truly committing to owning the boat as art."

But wait, there's more. Jankowski will also sell you a 223-foot CRN superyacht,



(mast - head)

PUBLISHER

Bill Prince

publisher@classicyachtmag.com

EDITOR

Elizabeth Prince

editor@classicyachtmag.com

CONTRIBUTING WRITERS

Lew Barrett

Dan McFadden

Jim Moores

Jake Roulstone

John Sabella

Barry Weldon

Tim Yeadon

PHOTOGRAPHERS

T. Ameller

Charles Bingham

Carlo Borlenghi

Colin Griffinson

Jim Moores

Dan McFadden

Andrea Pisapia

Jake Roulstone

John Sabella

Tim Yeadon

ADVERTISING

advertising@classicyachtmag.com

CLASSICYACHTMAG.COM

yet to be built. Normally this would “retail” for \$89,000,000 according to CRN. But call before midnight and Jankowski will sell you the same damn boat for \$103,000,000 “as a work of art”, named *Jankowski*.

Jankowski had no involvement in the design or construction of the Riva (or the CRN), and doesn’t know his bow from his bollard. But: “I’m presenting a boat like an object for sale. Only by involvement does a collector transform this object from not-art into art.”

Imagine the talk around the Riva woodshop’s espresso machine at this news.

According to Jankowski, the boats are not works of art until he has handed out a certificate to the new owner. Without the certificate, he said, “it won’t be sculpture”.

We’ll be sending a certificate to Jankowski next month. Without it, he won’t be a complete joke.

Enjoy the issue!

Bill Prince

ROGER THAT

Rock, Paper, Scissors

OK, my significant other just fell in love with the sailboat on pages 2 & 3 of the September/October issue of your great magazine. She can't beat me in my Aileron Sport 33 with her "old" J/100 but thinks she can leave me behind in that neat, cool boat.

I lost to her in "rock/paper/scissors" as to who will email you for this info, so please help me.

Love your magazine,
David

David, the boat's name is Race Horse, she's one of the WV-class yachts. She's for sale, according to photographer Karen Ryan. Consider this your big chance!

Every issue I read your interesting magazine. For me as Dutchman it is good to learn what is going on in the world of classic boats. Specially in the USA.

There was one thing I missed. I wonder why I couldn't find an announcement in the column Autumn's Best Shows the Classic Boat Show – Klassieke Schepen in Enkhuizen, the Netherlands. This year it

is the 15th edition. Have a look at the site. And of course you are most welcome in Enkhuizen.

Best regards,
Thedo Fruithof

Thanks, Thedo! Take a look at November's show here:

www.klassieke-schepen.nl/index-e.aspx

I found pieces of an article in "The Log" mentioning the yacht "Elsie Fenimore, now named the Carolina Rose. I don't know what issue it was in.

My father was engineer on the *Elsie* from the time she was launched in 1934 until he retired in 1969. It went through a few owners, including the US Navy during WWII. Dad was given a warrant officer's commission and was chief engineer of the ship which was renamed the *USS John M. Howard*.

The *Elsie* has quite a history which I would like to share with anyone interested in her. One error in the article says that the *Elsie* went to California shortly after she was built in 1934. She never

went further west than the Panama Canal until, at least, after 1969.

Could you please tell me how I might relay my story to the author?

Thanks,

Pat Kennedy
Pennsauken, New Jersey

*Contact Jim Moores at Moores Marine, Pat.
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ON WATCH

2011 Geneva Lake Boat Show

The winners at the Wisconsin classic:

Best of Show, Preserved: *Barnwood*

Best of Show, Restored: *Mirella*

Best Antique Runabout Restored: *MUSE*

Best Antique Runabout Preserved: *Miss Emily*

Best Antique Utility Restored: *Relic*

Best Antique Utility Preserved: *Epitome*

Best Classic Runabout Restored: *"The" Ventnor*

Best Classic Runabout Preserved: *Miss Hopatcong*

Best Classic Utility Restored: *The Majestic*

Best Classic Utility Preserved: *Sweet Addiction*

Best Non-Wood: *Tin Can*

Best Fibre Glass: *Naut Wood*

Best Dispro: *Loon*

Best Antique Launch: *Stella*

Best Classic Launch: *Clarabelle*

Best Outboard Raceboat: *Nonsense II*

Best Outboard Restored: *Summer Breeze*

Best Cruiser Restored: *Klondike*

Best Antique Raceboat: *Miss America IX*

Best Classic Raceboat: *Last Dance*

Best Contemporary 1st place: *Jefe*

Best Contemporary 2nd Place: *Amy Ann*

Best Canoe: *Two Tone*

Best Sail Boat: *The Seine*

Best Lyman: *Pherel*

Best Hacker Craft: *Miss Minneapolis*

Best Hacker Contemporary: *Old School*

Best Gar Wood Classic: *Impulse*

Best CC Classic: *Baby Grand*

Best Gar Wood Antique: *Silverfox*

Best Chris-Craft Antique: *Patty Anne II*

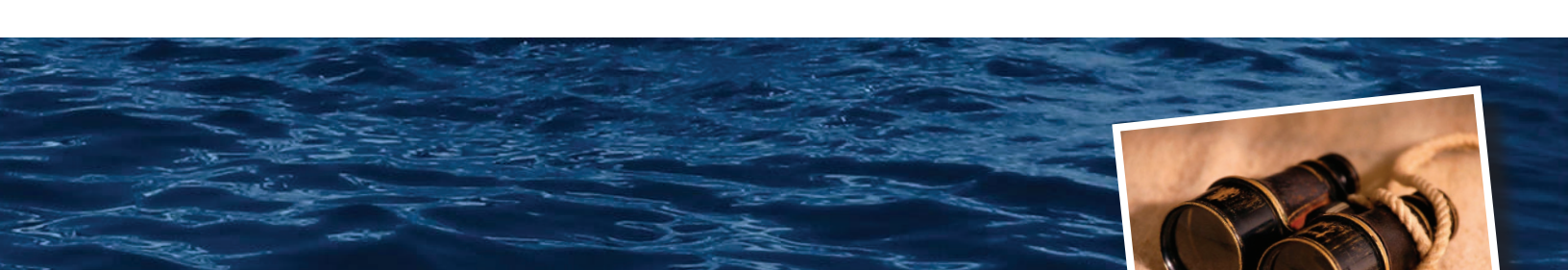
Best Canadian Boat: *Lady El*

Best Homebuilt: *Honey Do*

Best Gage Hacker: *Kitty Hawk*

Best Streblov: *Rodanne*





ON WATCH

*HE DID IT!! Minoru Saito, 77,
Sails Around World in 1,080 Days*



Yokohama, Japan – We told you about Minoru Saito a few years ago when he was preparing his 8th solo circumnavigation, this time the “wrong way” against prevailing winds and currents. And we checked in on him in 2010 when he was underway, battling every possible obstacle.

And now, he’s home. He made it, at age 77!

Saito battled an earthquake, two tsunamis, icebergs, towering waves and five typhoons. These may sound like typical challenges for anyone sailing around the

world on their own. But Japanese sailor Saito also had to contend with back pain, a hernia, a knee operation and arranging delivery of his heart medication.

On September 17 Mr. Saito broke records as he sailed into Yokohama to a hero’s welcome after an epic 1,080-day journey sailing single-handed around the world.

His arrival confirmed his status as the oldest person to sail solo around the world. And he is also the oldest to do so the “wrong way”, west to east, and the only person ever to have circumnavigated the globe alone eight times.



Mr. Saito's boat appeared under morning sun in Yokohama Bay, with mainsail reefed due to blustery winds and supported by a welcome flotilla.

Cheering crowds greeted the battered boat; rust stains marked the white topside paint, a tangle of weathered lines were piled aft while the boat's name was almost entirely washed away.

Suntanned Saito appeared in better shape than his boat, smiling broadly as he leapt around, handling deck duties with the agility of a sailor half his age.

Stepping onto the floating pier and accepting bouquets of flowers, he told the *UK Sunday Telegraph*: "I'm very, very happy to be back but it was difficult. It was my longest trip. It went on for



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ON WATCH



Instant classic: Minoru Saito's battered boat

months and months and years and years, I had so many problems. But it's great to be back."

Mr Saito's latest achievements cap a sailing career which started in 1973 at the age of 39 when he decided to switch from his previous hobby, mountain climbing,

Mr Saito, who overcame TB as a child growing up in wartime Tokyo, went on to compete several times in the famously gruelling former BOC Challenge, which involves solo circumnavigation of the world.

Today, he resides only on his boat, never having married but always



traveling with a photograph of his late fiancée who tragically died in a sailing accident.

He also carries with him the tail of a rattlesnake which he says brings him good luck.

Despite his most recent odyssey lasting more than 1,000 days, it's clear that he

still has energy for more adventures, and hopes that such escapades might inspire younger generations.

"Japanese young people are often too weak and don't do enough," he said. "They need to challenge themselves to really try hard. You only have one life to lead so must always do your very best."

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ON WATCH

Bailout! Greek Yacht Club Sponsors 1st Classic Yacht Race



In early October the Yacht Club of Greece kicked off the first Spetses Classic Yacht Race (after all these years... really!). The race featured some of the most renowned classic yachts in Greece against the backdrop of the picturesque island of Spetses whose rich naval and shipbuilding tradition is hard to rival in the Med. The race was planned as a precursor to the “International Spetses Classic Yacht Race” which will take place bi-annually from 2012.

In deference to the rich history and naval tradition, and for the first time ever,



Aegean classic schooners (locally known as caiques) raced alongside the classic yachts. This unique combination led to a memorable event, some puckered sailing in tight quarters, and a wonderful sight to behold from the renowned Poseidonion Grand Hotel's terrace, one of the island's most important landmarks dating to 1914.

Racing was a mix of offshore courses, and buoy racing for the classic yachts as well as reaching and running sprints for the local schooners. Race Day One kicked off with an offshore figure eight in a blustery 20-knot breeze gusting to 25. The smaller boats held the pin end of the line and were quickly making for the first waypoint on the north shore of the island of Trikeri. As the fleet compressed around the first turning mark it was the big boats that shot ahead. First the J-class *Candida* having fixed two broken reefing lines tacked around the island and started its run to the south shore of Trikeri. Then shadowing *Candida* was the three-masted 1961 built *Fleurtje* that, at 60 meters overall, used her size to take the lead.



ON WATCH

Monaco Classic Week Includes Power and Sail



PHOTO: CARLO BORLENGHI

In the best recurring celebrations, there are years when everything comes together. Such is the case for the 10th edition of Monaco Classic Week – La Belle Classe, a unique event on the classic yacht regatta circuit.

This biennial regatta brings together yachts and motorboats of all sizes from the past. This year there were

nearly one hundred exceptional boats, including the four remaining 15-meter International Rating yachts, sailing together for the first time in nearly a century, and all enjoying superb conditions that brought out the best of the best in each category.

Monaco Classic Week provides a superb showcase for the past, in the



run-up to the Monaco Yacht Show where the boldest innovations and images of what the future holds can be found.

The two events at both ends of the spectrum add weight to Monaco's role as the world capital of yachting, one of the wishes of YCM president Prince Albert II. He was present

throughout the event, as was HRH Princess Caroline who welcomed YCM members aboard her motoryacht *Pacha III*.

The highlight of the week was the sight of the four 15-meter International Rating yachts racing together, all Fife designs launched between 1908 and 1912. These are the only ex-



ON WATCH

Monaco Classic Week, cont.

The 42-meter (138-foot) *Istros* is the winner of the Elegance prize by unanimous vote. She was built in 1954 at the famed De Vries Lentsch yard.





ON WATCH

Monaco Classic Week, cont.

amples left of a series for which twenty were built between 1907 and 1917. The first of the quartet, the solo violin and a real Stradivarius, is *Tuiga*, described by one onlooker as the most beautiful yacht in the world. Following an exemplary restoration in 1994, *Tuiga* was then joined on the circuit by *The Lady Anne*, *Mariska*, and finally this year by *Hispania*, sister-ship to *Tuiga*, launched in Spain in 1909 by King Alphonso XIII. She was restored at the instigation of His Majesty Juan Carlos who was keen to see the two racing again as they did in the Belle Époque era.

The competition between these four was won by *Mariska*, who has led an unusual life. She spent 73 years in Sweden where she was taken just

before the First World War. Converted into a gaff-rigged yawl, then as a marconi and finally as a ketch (her counter having been shortened by three metres), she is the first yacht of such significance to be restored in France, at La Ciotat, and is helmed by a woman, Laurence Ramès.



A brilliant idea which sets Monaco Classic Week apart is to unite sailing yachts, motoryachts and classic motorboats, all of which have a link to Monaco's yachting history. This year a fleet of 23 motorboats from Chris-Craft, Riva, Pedrazzini, Hacker-Craft and Dodge, including a few rare models, captured the public's attention during the various events organized for them. This included the first Poker Run organized with the Société des Bains de Mer. It happened on the Sat-



urday when they roared through the more leisurely, elegant spectacle put on by the classic yachts. The crowd massed on the harbor wall could not help but applaud them.

Another special guest (and winner of the Elegance prize by unanimous vote) was *Istros*. This 42-meter motoryacht was built in 1954 at the

De Vries Lentsch boatyard for a Greek family who kept her in pristine condition for 23 years. She was built at a time when there was absolutely no intention of sacrificing the luxury of having varnished panelling, brass and teak decks to the interests of easy maintenance. We can understand why the jury was so unanimous in their decision.



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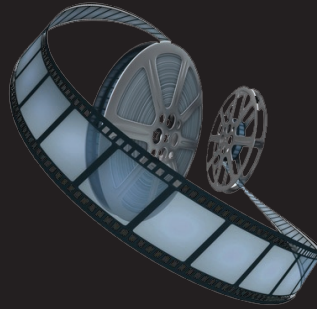
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Monaco Classic Week, cont. – “Watch” This:

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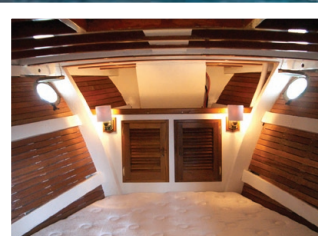
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ON WATCH

God Loves Boats: Maine Pastor Teaches Boatbuilding

"Behold the rain which descends from heaven upon our vineyards, there it enters the roots of the vines, to be changed into wine, a constant proof that God loves us, and loves to see us happy."

– Benjamin Franklin

said something similar about boats, that they're some sort of sign from above about being happy. Pastor Robert Ives thinks so and has been operating the Carpenter's Boat Shop in Pemaquid, Maine since 1979.

No, he wasn't talking about beer, as you may have been told. But he could have

Ives says it's a place where people can come to build boats, and build character.

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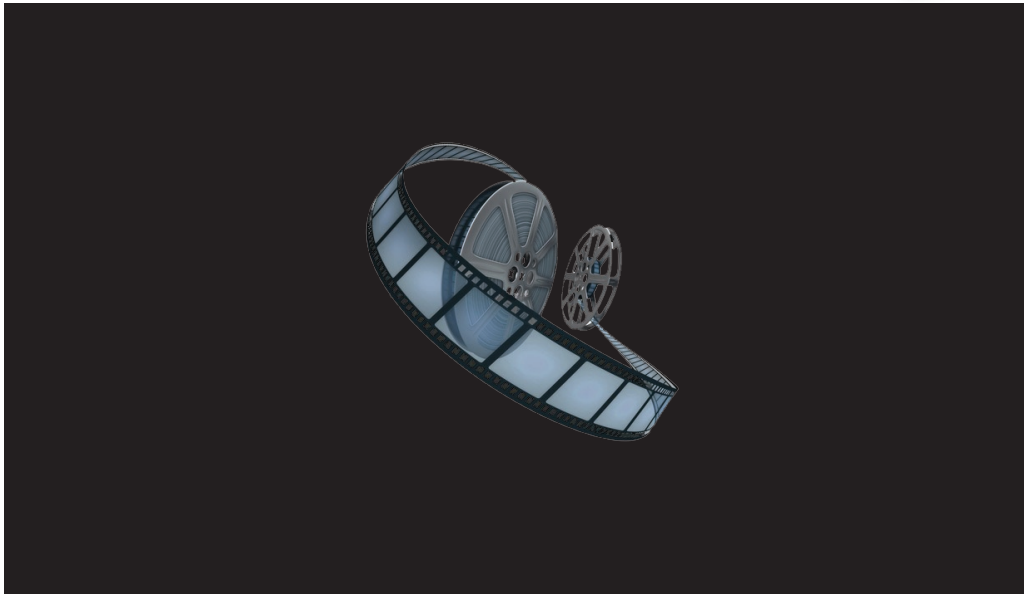
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ON WATCH

Is This Your Crew?

Or, You Might Be A Drunk Yachting Euro-Hoon If...



Margaritaville - What do yacht crew do when an owner's not around, or a weeklong charter gets cancelled at the last minute? Maybe not all crew, or even most. But it looks like these guys decided to row ashore for a beverage.

Or twelve.

Of course, all good things must come to an end, usually when the bar kicks you out and there's no other option but

to get back to the boat. We don't know who these guys are. Everyone in the office swears it's "none of us", which is easy to believe because none of us know what these guys are saying.

While this looks suspiciously like the dinghy dock at Antigua's English Harbour, we can't say for sure where this is. Such is the international nature of top-shelf, drunk, quasi-acrobatic yacht crew.

FOR SALE: *Blue Moon*



Once in a Blue Moon: Here is a rare opportunity to own a piece of American pop culture!

Blue Moon is a 1952 Chris Craft 32' Super Deluxe.

Blue Moon has been restored inside out and has been kept in a boat house its whole life. It resides on Vancouver Island, British Columbia, Canada. I

have travelled throughout Europe and have seen some incredible boats in Amsterdam, Venice, London, this beauty would be a head turner where ever it is re-located and could be an instant business.

I have showed the boat all over the Great North West. **The boat has won 'Best in Restored Power' and 'People's Choice' awards, too many to list.** Most of the boat is mahogany other than the cockpit decks which are edge grain fir. New polypropylene fuel tanks and water holding tank, eliminating all of the metal. It has a secondary helm below, one of the features of the Super Deluxe. There were only 130 made from 1950 to 1952 and may only be a handful left in the world. This is hull #C32-112. It was re-powered in 1966 with twin Chevy Corvette 327s, rare in themselves. We have restored 5 or 6 Chris-Crafts over the last ten years, although none as rare as Blue Moon.
— James Friesen

Whether she ends up in North America or Europe, my hope is she ends up with someone who will cherish her as I have. More pictures are available on Facebook: James Friesen

Serious inquiries please call or email for price.

(250) 415-3367

jefriesen@yahoo.ca



ON WATCH

Dockwise Yacht Transport to be Sold

New York, New York – The heavy-lift transporter is divesting its Dockwise Yacht Transport (DYT) subsidiary for an undisclosed cash sum.

Dockwise Ltd. announced in early November that it is selling its wholly owned subsidiary Dockwise Yacht Transport (DYT) to US-based shipping specialist Coby Enterprises Corp.

DYT, based in the Netherlands, is a prominent transporter of yachts around the world. Coby Enterprises is a marine solutions, transportation and logistics company that provides services in domestic and international markets. The company is based in New York.

“We are excited to get involved in this dynamic and interesting niche

A collage of images featuring classic boat instruments. The top half shows a row of six round, gold-rimmed gauges with white faces and black markings. From left to right, they are labeled: VOLTS (0-15), FUEL (0-1/2), SPEED (0-140 MPH), ENGINE (0-6000 RPM), OIL (0-100), and TEMP (0-230 °F). Below the gauges is a horizontal strip of four smaller images showing different views of a boat's interior dashboard and steering wheel, all featuring similar classic instruments. The background of the top half is a blue boat on water with an American flag.

Don't forget to check out the new GPS Sky Drive!

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in marine transportation,” says Steven Byle, CEO of Coby on the deal. “DYT clients can look forward to uninterrupted service in the short term, and improved and expanded services as we go forward. The DYT team and vessels crews will stay in place, and there will be no change in routes or schedules.”

“Moving toward the future, however, our plans include an immediate

program for renewal and upgrade of the yacht carrier fleet,” he says. “And we further intend to add new routes and services for our clients in the years to come.”

DYT owns three dedicated vessels, *Super Servant 3*, *Super Servant 4* and *Yacht Express*. It offers both float-on/float-off and lift-on/lift-off yacht transportation services.

yacht-transport.com

ON WATCH

Hagerty Announces 2011 Hall Of Famers



Traverse City, Michigan – Hagerty Insurance just announced the 2011 inductees into their Marine Hall of Fame. Founded in 2009, the Hall of Fame pays homage to individuals or organizations who have significantly

“This year’s inductees have had a huge impact on the classic boat lifestyle that represents the breadth of the hobby,” said Hagerty Classic Marine Insurance founder Louise Hagerty. “Chris Smith crafted these beautiful boats, Chuck



Chris Smith



Chuck Miklos



Al Schinnerer

contributed to the preservation and awareness of the classic boat world.

This year’s inductees are Chris-Craft icon Chris Smith, Century Boat pioneer Chuck Miklos and California Classic Boats founder Al Schinnerer.

Miklos helped bring a community of similar-minded enthusiasts together and Al Schinnerer fulfilled a need that benefited all wooden boat owners.”

View written and video bios:
hagertymarine.com/hof

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**Winner 2010 Concours d'Elegance, Outstanding Innovation,
The Wooden Boat Show, Mystic Seaport.**



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Award-Winning Restorations

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ON WATCH

Mayor Marion Barry's sniffer for sale on eBay. Really, it's for a B

D.C. Area – Now's your chance to buy parts from the classic Chris-Craft cruiser the DEA sized from former Washington D.C. Mayor Marion Barry. Our crack crew (*Really? This is too easy – Ed.*) discovered this rare J-W gas fume sniffer on eBay. According to the seller, it's from the "1966 48 foot Chris-Craft that was confiscated by the DEA. It is showing some signs of



UNITED YACHT SALES

Distinctive Classic Yachts

Near
perfect in
detail.



42' Matthews Sedan

Both
restored &
updated!
57' Elco
has
profitable
business.



53' & 57' Elco

Stunning
beauty!



2003 40' Custom Express

An Italian
classic!

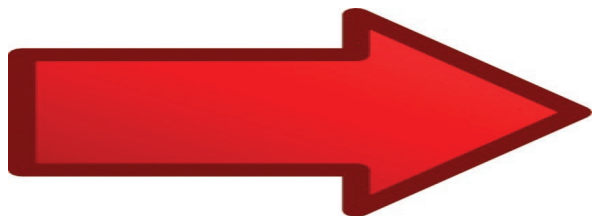


1957 30' Riva Limousine

Michael Waters (561) 301-3455 mikewaters@unitedyacht.com
www.unitedyacht.com/mikewaters

boat.

wear as seen in the pictures (varnish on the front and a knob is missing but still



turns and I do not have the sensors) but it has some history and is worth restoring." Uh huh.



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800-338-4005 or log onto **www.grundy.com** today.

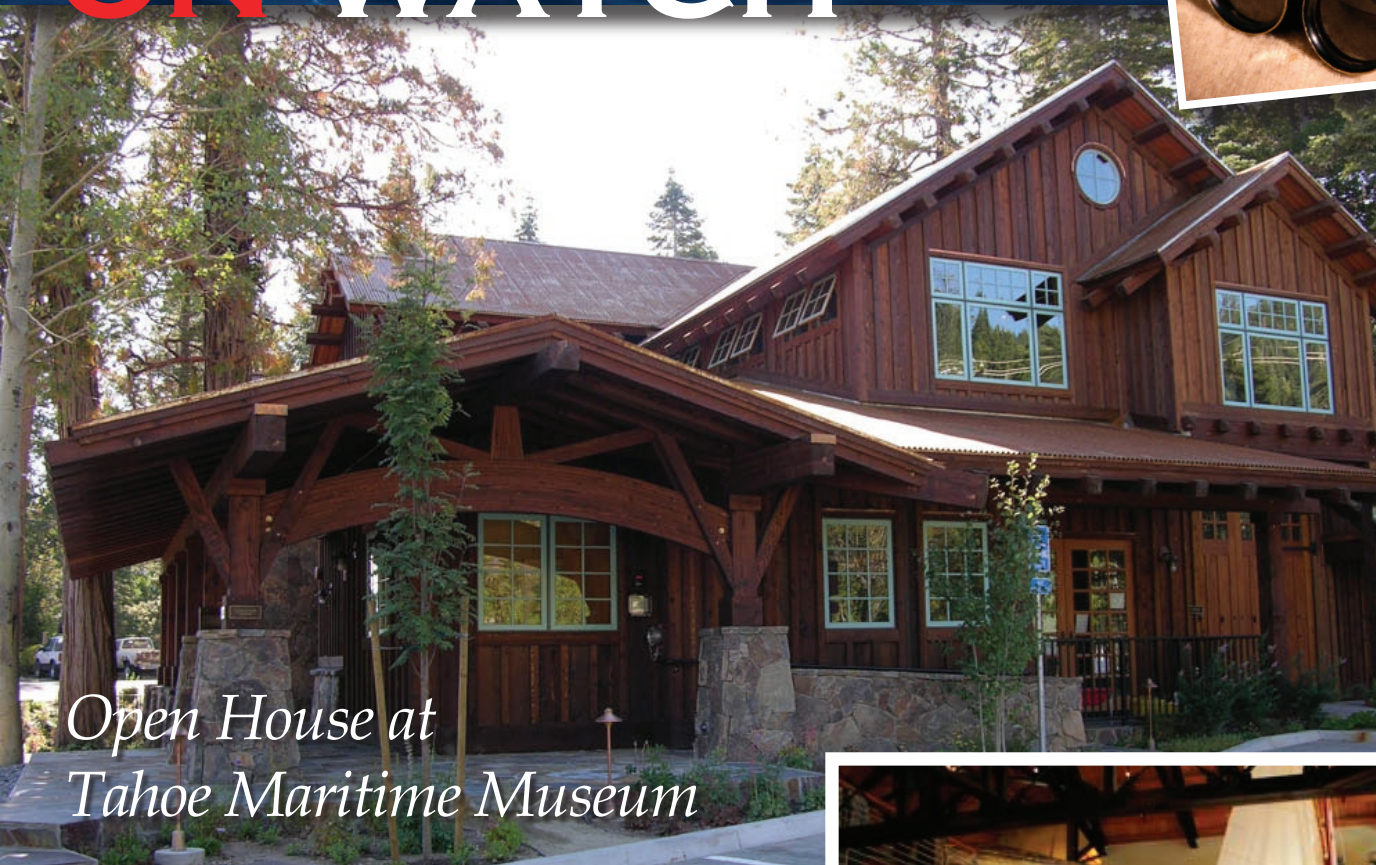
When insurance expert and life-long sailor Jim Grundy started the Grundy Classic Boat Insurance program, he designed a policy that includes all the coverage that classic boat owners need, while making the application process simple.

At Grundy, each application for coverage is reviewed by underwriting specialists, who know the ropes of classic boat insurance. Grundy underwriters share your passion for classic boats, speak the same language as you and know what coverage is best for your boat— and, that's Agreed Value coverage. In most cases, Grundy's Agreed Value policies can be issued without requiring a marine survey, saving you hundreds of dollars, time and inconvenience.

Grundy policies also include deductibles that are typically far lower than what other insurers offer. Additional features include: restoration shop of choice, coverage during restoration or construction, and coverage for search and rescue, marine environmental damage, wreck removal and emergency expenses, including towing. Insure with the experts!

Grundy
INSURANCE
for Classic Boats

ON WATCH



Open House at Tahoe Maritime Museum

Homewood, California - The Tahoe Maritime Museum is holding an open house on Saturday, November 19. The event is free for Tahoe/Truckee/Reno area locals.

The rest of us can buy our way in for \$5. The open house will be held from 10am to 5pm.

The Tahoe Maritime Museum's main exhibit is Gar Wood's Tahoe Legacy, which is not to be missed. Guests can also drive the boat simulator (a hit with kids) and take part in the educational



and children's activities taking place throughout the day. If you've never been there, it's worth the trip.

TMM will also dust off several special artifacts just for the open house.

tahoemaritime.org

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1932 Chris Craft 59

Hull #25001 -- #1 in its series! Very collectible, extremely beautiful, and pure joy to own and run. LOA: 25'

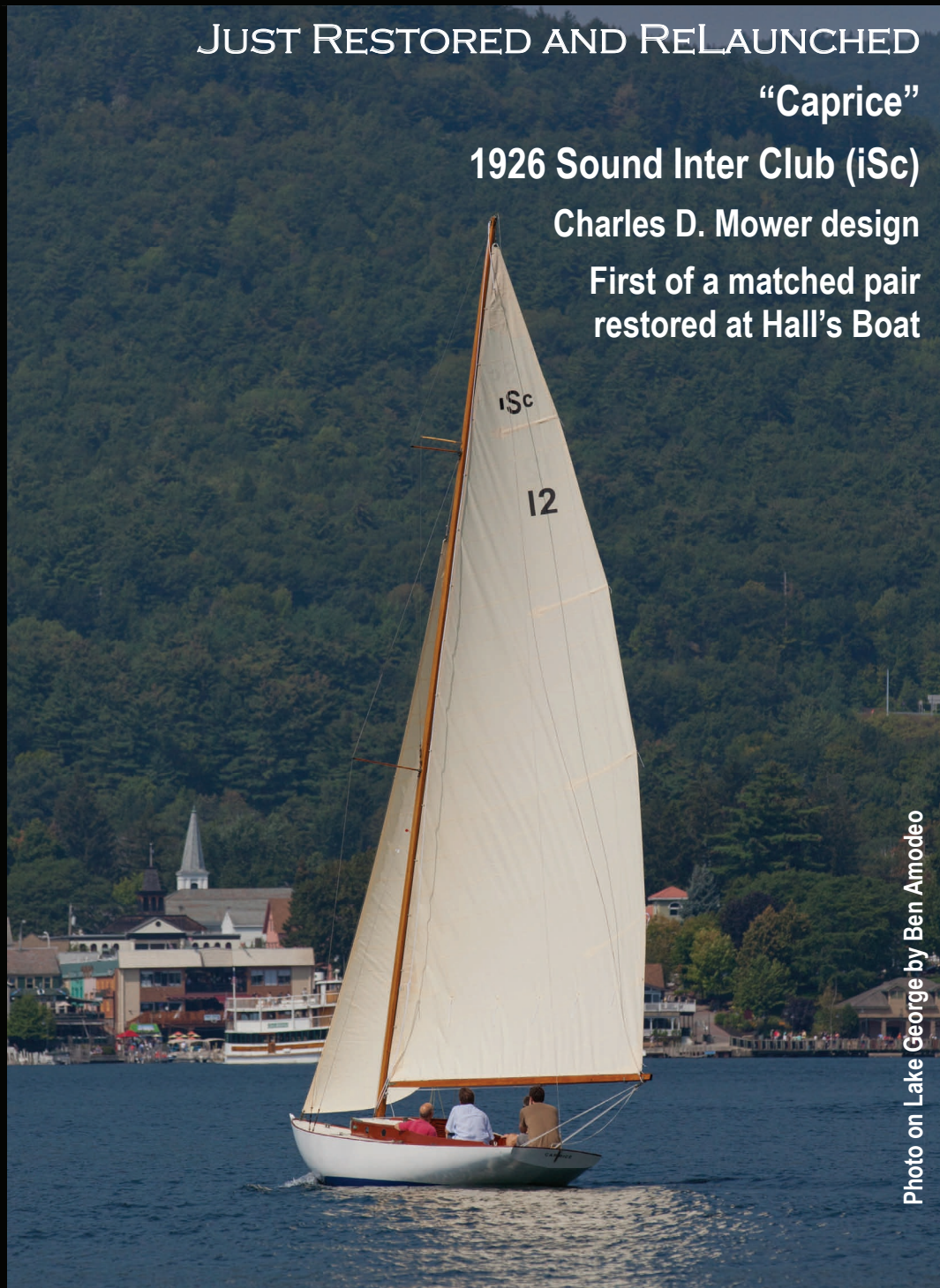
Offered at \$160,000



1951 Penn Yan Aristocrat

All original, never restored. Rare, too! 75 hp original Grey Marine Flat 4 cylinder engine. LOA: 16'

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"Caprice"

1926 Sound Inter Club (iSc)

Charles D. Mower design

**First of a matched pair
restored at Hall's Boat**

Photo on Lake George by Ben Amodeo

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comprehensive
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ON WATCH

Herreshoff Museum Receives Collectors Foundation Grant



Bristol, Rhode Island – The Herreshoff Marine Museum/America's Cup Hall of Fame announced that the Collectors Foundation of Traverse City, Michigan, has awarded a \$10,000 matching grant to the museum to run an after school program teaching classic boat repair and maintenance. The after-school program began in October in the same complex of 19th century buildings where the Herreshoff Manufacturing Co. designed and built

the boats used in the museum's sailing program. The boats were built between 1914 and 1939.

At the museum the Herreshoff Institute, organized in 1998, is part of a nationwide collaboration to teach math and science

through sailing. The Herreshoff Institute runs year-round programs ashore and afloat to educate and inspire. In 2010 the after school mentorship program teaching classic boat repair and maintenance enrolled 15 students from nearby East Providence, Barrington, Warren, Bristol, and Tiverton. A Moses Brown student and a Barrington High School student developed senior projects which grew out of this program. Some high





school students can receive partial credit through the program, or count it as an extracurricular club.

The goals of the program are to help young people gain valuable skills, while contributing to their community's rich cultural heritage and modern industry. The curriculum covers shop safety; shop cleanliness; planning a project

and sequencing work efficiently; wood varieties and their respective properties; how to sand; primer and paint application; varnish application; brush cleaning; and hand tool use.

Youth enrolled in the program work alongside skilled adult advisors who teach the parallels between boatyard work challenges and personal growth.



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The IYRS Boatbuilding & Restoration Program immerses students in an environment where creativity, teamwork, a first-rate faculty and a culture of craftsmanship produce professionals who are ready to make a contribution – and a difference – to the marine industry. That's why IYRS is the first place boatbuilders look for their next employees.

To learn more, visit IYRS.org

International Yacht Restoration School
449 Thames St. Newport, RI 02840
401-848-5777 x 203



For Sale: 1949 Greavette Sheerliner

A Canadian classic, restored.



This classic 1949 Greavette Shearliner triple-cockpit Deluxe was originally made in the Muskoka region of Canada known for the finest boatbuilding craftsmanship.

This wonderful example was in solid original condition before its two-year-long restoration was begun. All unique hardware details were in good condition, including the complete, unusual and somewhat rare Navy top. The opportunity to restore this classic wooden boat was presented to Richard Arnold of Rejuvenation Woodworks who is known for his quality wooden boat restorations that win prizes in classic boat shows and are featured in antique boat museums.

This boat now has a modern "epoxy system" bottom providing a trouble-free "no-soak" performance that is always ready to go boating. All metal work fixtures and castings have been re-chromed to show-quality. The floor structure was upgraded with stained and varnished mahogany frames and Marmolium covered panel inserts.

The engine is a completely rebuilt Crusader Marine V8 with a Velvet Drive hydraulic transmission, for performance that significantly exceeds the capabilities of the original engine. The original Buchanan 6 is available and in restorable condition, if desired.

The triple seating layout of this boat with its "S" shaped pathway around the engine compartment is unique and very desirable. Cruising with family and friends is more enjoyable because those sitting in the back seats are not isolated from the rest of the party. Custom designed beverage/storage cabinetry was added to the third cockpit seating area. The dual-axle trailer has been custom fitted to the hull of this boat.

Whether you take this boat to the shows for the admiration of on-lookers or take it to the lake for a fun family outing, this boat will be a prize to own and enjoy for years to come. **You can speak directly to Richard Arnold who restored this boat and who is representing the seller by calling 352-267-2838 during the hours of 8am to 6pm, Eastern time. Or email Richard at rba1900@gmail.com**



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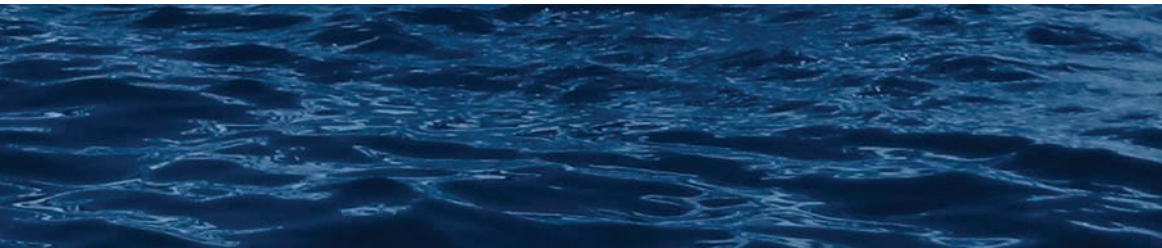
CALENDAR



PHOTO: ANDY WALL

2011-2012

Antigua



Winter Fun

Ocean Reef Vintage Weekend

Ocean Reef Club
Key Largo, Florida
December 1-4
oceanreef.com

Heartland Classics Workshop

Heartland Classics ACBS
Langley, Oklahoma
February 25
heartland-classics.org

50th Antigua Charter Yacht Show

English Harbour & Falmouth Harbour
Antigua
December 4-10
antiguayachtshow.com

New York Boat Show

Jacob Javits Convention Center
New York, New York
January 4-8
nyboatshow.com

TrawlerFest Ft. Lauderdale

Bahia Mar Yachting Center
Ft. Lauderdale, Florida
February 2-4
trawlerfest.com

ACBS Quarterly Meeting

Golden Gate Yacht Club
San Francisco, California
January 26-29
acbs.org

Miami International Boat Show

Miami Beach Convention Center
Miami Beach, Florida
February 16-20
miamiboatshow.com

The Superyacht Challenge

English Harbour
Antigua
January 27-29
thesuperyachtchallenge.com

I don't know about you, but I for one am sick of endless
are commanded to leave our shoes at the dock for the c
intravenously until we are rolled off the passerelle at the

I've found a much more involving luxury yacht chart
And the Saudi oil minister.
although likely no

Pacific Yellow

Story: Barry Weldon
Photos: Colin Griffinson



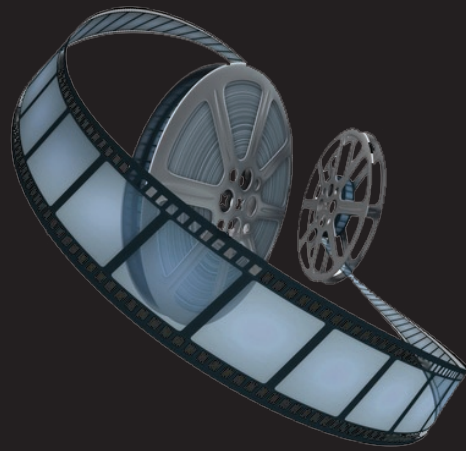
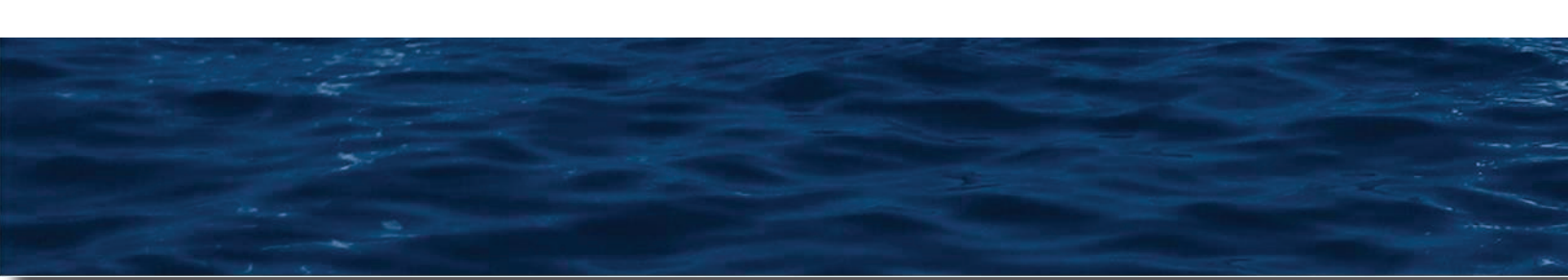
s \$150,000-a-week megayacht charters aboard shiny, cookie cutter gin palaces where we
duration before being suspended in a cashmere-coated oxygen chamber and fed caviar
e end of the week to a waiting hospice van.

er for about half that rate. Well, Uma Thurman found it.

Both are recent guests aboard the *Pacific Yellowfin*,
ot at the same time. But, one never knows.

wfin





Which is not to say there isn't caviar aboard *Pacific Yellowfin*. You just have to chew it yourself. In fact, gourmet sustenance is one of the many highlights of this inviting, charismatic charter yacht. But it wasn't always that way.

Built by the U.S. Army near the end of World War II, the *Pacific Yellowfin* was originally christened as JMP64 in 1943 when she slid down the ways at

Billings Shipyard in Deer Isle, Maine. As a Junior Mine Planter, she was to be used in protecting harbours off of the East Coast of the US.

As a freight/passenger design, the ship was versatile and could carry considerable tonnage. Many boats of the *Pacific Yellowfin*'s type played an integral role in recapturing the Aleutian Islands off of Alaska.



Left: Captain Colin Griffin bought *Pacific Yellowfin* in 2000 and had her interior professionally refit for luxury charter duty. The pilothouse practically screams long-range adventure on the high seas.

Below: The vessel's refit was begun by her previous owner. Griffin owns a company which finishes the interior of luxury homes, so much of his expertise was applied throughout the interior.

Accommodations are available for up to twelve guests, including the VIP stateroom shown below, tucked away just behind the pilothouse.



Above: *Pacific Yellowfin* is one of the last wooden ships built for WWII. She was built for the United States Army, which operated approximately 127,000 ships during the war.



Following her active service, *Pacific Yellowfin* was sold to Clint Pelletier, a man of mystery who appears to have been involved in operations in Cuban waters during the time of the Bay of Pigs invasion.

After this intrigue, she was brought back to the U.S. and sold, becoming a static houseboat on the Sacramento River for approximately 20 years.

It wasn't until the 1980s that she was brought back into active service, after being bought by the Tacoma Tow Boat Company to carry out research for the US Navy. After several years of this she was purchased by oilman Pete Whittier who started the process of bringing her back into top-notch shape.

Whittier eventually sold *Pacific Yellowfin* to Colin Griffinson after years

Left: The main saloon speaks volumes about life onboard the 'Fin.



Left: Pacific Yellowfin offers a fleet of toys, from kayaks to sailing dinghies, aluminum landing craft and all-terrain motorcycles.

of discussion. Whittier was looking for a smaller vessel while Griffinson, the owner of a refurbished 72-foot salmon seiner, was looking for a larger one. The two men happily traded boats, each getting what he needed out of the deal.

With a 400-ton displacement, a 30-foot beam, 12-foot draft, this 120-foot converted freighter makes for a very solid luxury cruising platform. And this is where her story really gets interesting.



Above: *Fore!* Driving the infinite range is one of the charismatic onboard attractions available during a Pacific Yellowfin charter.

Uma Thurman was a recent guest.



Pacific Yellowfin's *twin Atlas Imperial 6-cylinder engines are original, with exposed pushrods and vavletrains. She carries 18,000 gallons of diesel.*

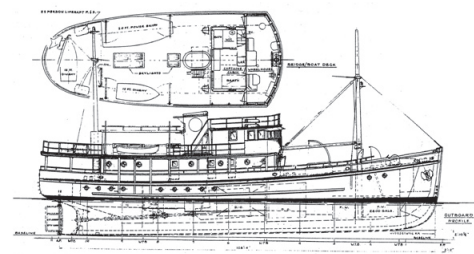
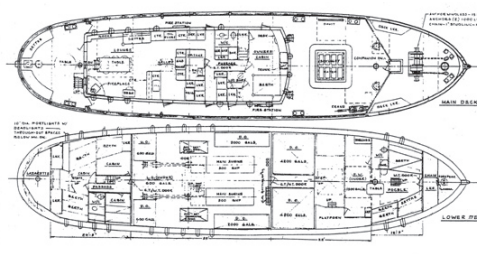
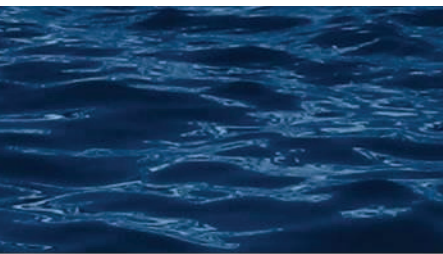


Griffinson has been chartering *Pacific Yellowfin* actively for the past seven years. He had originally planned the boat's refit for his own use, the chartering came about by demand. Fraser Yachts approached him about offering the boat for charter service, and *Pacific Yellowfin* now enjoys a busy charter schedule four months per year, now managed by Infinity Yacht Charters.

A typical charter onboard *Pacific Yellowfin* can best be described as an adventure expedition. Guests use the ship as a platform from which to launch all manner of fishing, hunting, hiking and cultural

junkets throughout the Pacific Northwest. Kayaks, sailboats, aluminum landing craft and a bevy of all terrain scooters make for a decidedly un-megayacht-like experience that's a lot of fun, to say the least, and puts charter guests directly in touch with all the Pacific Northwest has to offer. Arriving and departing by seaplane only adds to the experience.

Inside, she's not stuffy at all, unlike so many megayachts offered for charter. Her refit interior was decorated by Robert Ledingham from Vancouver and it looks like it simply grew from the hull's massive wooden ribs. There's a woodburning



stove in the saloon. The master head has exposed copper piping, another thing you won't see in cookie-cutter megayachts.

Griffinson's extensive refit of Pacific Yellowfin was aided by the fact that the Bellingham International Maritime Museum in Washington was able to unearth all of the original construction drawings of the vessel, an invaluable

resource. Her carvel hull construction and massive ship-sized scantlings further differentiate her from the typical charter yacht platform.

Pacific Yellowfin can accommodate up to twelve guests. Eight guests can enjoy everything the ship has to offer for around \$70,000 per week.

pacificyellowfin.com

For Sale: the motor yacht *Trudella*



The motor yacht *Trudella* was commissioned in 2007 and completed in the spring of 2009. Her hull was built in 1938 in Germany.

She is built as a gentleman's heavy cruiser with art deco design features in the interior. She has every conceivable modern design feature including climate control in every cabin, satellite TV, sat phone, sat nav, etc.



She can be viewed at www.mvtrudella.com. Interested parties can contact the agent at bquantum@eircom.net. The asking price is 980,000.00 euros.



THE

CLASSIC

Yacht ult

Ralphie had the temerity to slip a Daisy Red Ryder BB gun ad into his mom's magazine in *A Christmas Story*. His campaign paid off on Christmas morning. Be a modern-day Ralphie, no matter your age, and e-mail this issue of *Classic Yacht* to your spouse, kids, or whomever because there's stuff in here for you, the boatowner who has everything. Or thought so, until now.

But nothing with which you could shoot your eye out.

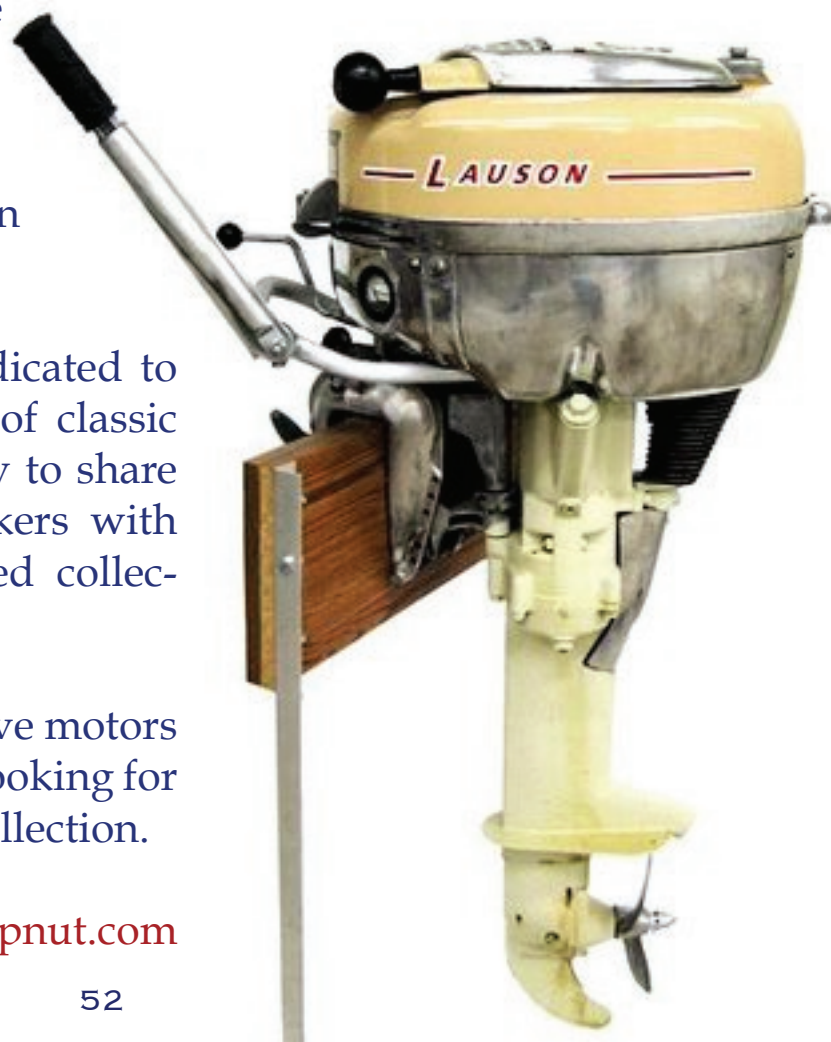
Classic & Antique Outboards

Whether as a perfect power source for your period runabout or as unique office decor, the variety of vintage outboards available at all levels of preservation or restoration is fascinating.

The folks at Propnut.com are dedicated to the preservation and restoration of classic kickers. They offer an opportunity to share an interest and passion for "kickers with character" with other like minded collectors.

Propnut.com and others online have motors available for restoration if you're looking for a project or want to add to your collection.

Propnut.com



imate Gift Guide

Hi-Tech Specs

Steiner has created "HD" Nighthunter optics for their Commander V that deliver 96% peak light transmission – the highest ever recorded. Combined with the bright and steady 7x50 configuration, you get nighttime images so brilliant, it's almost like turning on a spotlight.

\$799.99

Apsltd.com



These cocktail shakers measures 5.5" x 10.5", made with red or green glass and supported by nickel-plated brass on the outside and a silver-plated inside. Black handle allows them to be transport-

Port & Star-

ed easily. Food-grade safe, they hold 45 ounces. Packaged with a leather-accented bag that is red flannel lined for easy gift giving.

\$154.95 each

BrassBinnacle.com





THE

CLASSIC

Yacht ult

Authentic Sailcloth Totes

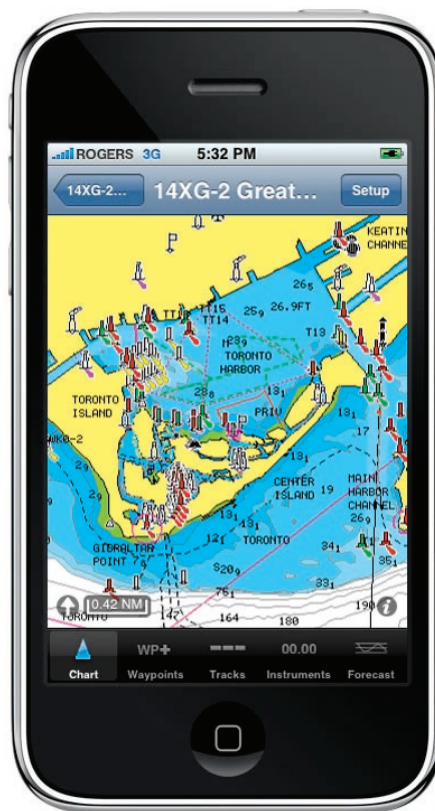
Inspired by her days as first mate on a classic Americas Cup winner, Ella Vickers made herself a set of bags from a discarded sail and now offers a complete line of totes and duffles.

Her pieces are made in the US from authentic sails from around the world.

Prices vary.
EllaVickers.com



iNavX iPhone Navigation App



iNavX brings official NOAA marine charts to your iPhone or iPod Touch.

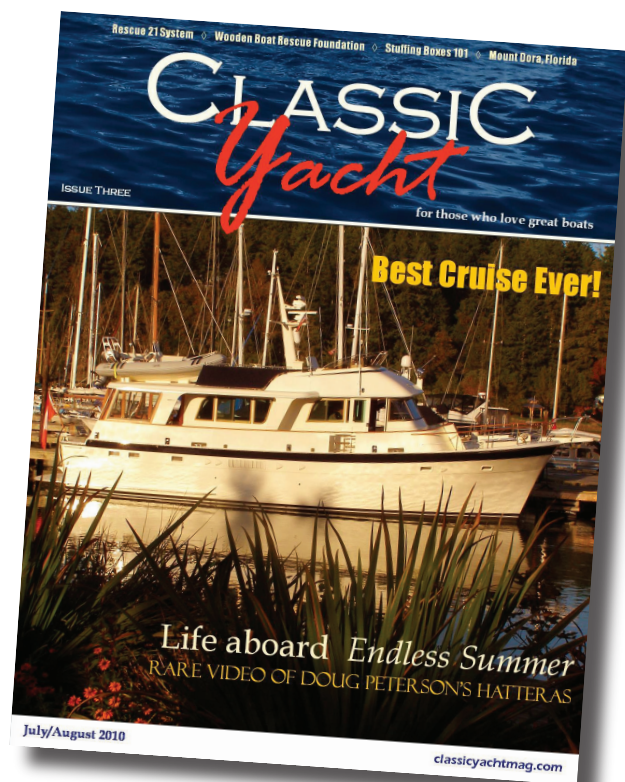
With iNavX you can use the iPhone's built in location services (GPS, cell tower, WiFi) to plot your position in real-time on the multi-touch scrolling and zooming marine chart.

iNavX can act as a repeater for popular marine navigation software that supports NMEA data over TCP/IP, including GPS, depth, speed, wind and more.

\$49.99
Inavx.net

imate Gift Guide

Your Boat On The Cover of Classic Yacht!



That's right, you can now have your own boat's photo and up to three story lines on a custom cover of *Classic Yacht*! A unique, classy gift for everyone who loves great boats and the people and places who make them so enjoyable, the covers are delivered in both electronic PDF form and 8x10 print, suitable for framing.

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email: Publisher@Classicyachtmag.com

Custom Sailing Bobble Heads

From their deck shoes to their sailing jackets, these bobblehead figures are a great gift idea for any sailor. You provide a front and side close-up photograph of the face(s) and head(s). Artists will sculpt a custom head, including hair style and eye color, (even glasses and hat, if shown in your picture). Male figure approx. 6.75", Female approx. 6.25"

\$130 (single) \$295 (pair)
Nauticalluxuries.com



THE

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Yacht

Ultimate Gift Guide



Can't stand being away from your woodie all winter? Have a custom desk built off your boat's lines or to the design shown here.

Marine Services Unlimited will build a desk just like they'd build a boat. This one was done in African mahogany using West System epoxy under three coats of clear Imron. All hardware is stainless steel marine grade (check out the cleats on the drawers). MSU will also build a matching loveseat.



Loveseat and desk: \$7,995-\$10,995.00

MarineServiceUnlimited.com

Nickel-Plated Brass Scope

Used by officers and lookouts, the telescope was an important instrument to detect friends, enemies and prizes upon the open sea. Use

this one to scope an open slot at the fuel dock or keep an eye on the beach from a secluded anchorage.

This brass version measures 17" long when fully extended and comes in a decorative wood box with anchor accent. It'll look great in the wheelhouse, the study or the boardroom if you've helped your company plot its course or find a new direction.



\$66.95

NauticalSupplyShop.com

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Restorations of Antique & Classic Boats



Kathy & Richard Arnold

The Wooden Boat Chronicles



From time to time, we will offer traditional boat-building skills and feature a special project of interest.



THE

CLASSIC Yacht ult



The red/white or red/blue “Welcome Aboard” life ring clock measures 20” in diameter. It features Roman numerals on the dial and a rope surrounding the outside of the clock. The rope can be used for easy hanging.

Available in a distressed look also, these clocks add a definite nautical touch to whatever room it is placed in and is ideal for those who appreciate high quality nautical decor. It makes a great gift, impressive decoration and will be admired by all those who love the sea.



\$44.95-\$69.95

BrassBinnacle.com

Personalized Mile Markers

JourneyMarkers include your personalized mile markers strung on a rope with small buoys as spacers, topped with a directional sign and anchored with a fisherman’s float.

Each JourneyMarker is hand-made and protected with three layers of weather resistant paint.

\$89.00 as shown



imate Gift Guide



Rod/Drink Holders

This is one of those “why didn’t I think of that” deals...start with a regular rod holder and mate it with a drink holder. What results is certainly greater than the sum of its parts. When it’s time to yell “Fish On!”, lift out the rod and put your drink in its place. Polished stainless or ABS plastic, requiring only a round hole.

\$19.95 - \$119.95 Mateseries.com

1953 27' SHEPHERD EXPRESS COMMUTER



Original twin Chrysler Crown M47S V-drives upgraded with fresh water cooling, bronze rubber impeller raw water pumps, and electronic ignition.

This well built, well taken care of classic was completely rebuilt in 2006 with no system untouched. Professionally maintained, with recent replacement of the for deck and aft deck (engine hatches). All exterior varnish stripped and recoated with 15 coats of hi gloss varnish. All hardware was rechromed. The boat has an adjustable removable bimini top enclosure, with a removable aft bimini that will cover the entire cockpit, and complete isinglass panels for all openings. A full boat storage cover is also included.

This fine vessel, with very low hours since rebuild, is located in Jupiter Florida and is offered for \$ 150,000.00

Please contact Doug Glazer for more info 954-303-4349 or gdougieg@aol.com



THE

CLASSIC

Yacht ult



Details count. A Bentley Continental with fuzzy dice hanging from the rear view mirror? Ehhh...a little off the mark. The same can be said for a flawless mahogany barrelback with off-the-rack fenders from just any ship's store or Wal-Mart. The solution? Hand-knotted rope fenders in the marlinspike tradition. The traditional

hand-made fenders shown here are available in five sizes from 12" x 3.5" to 18" x 4". Prices range from \$119.50 apiece to \$165.00 each for the largest size. A great addition is what Fenderloft calls the "world's best" monkeyfist key fob for \$12.

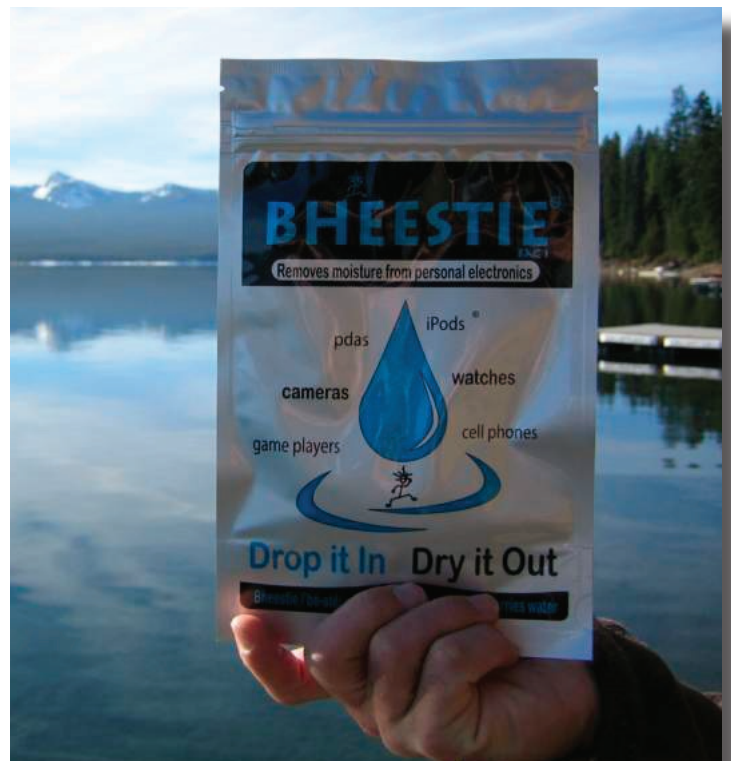
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Cellphone Saver

Bheestie Bag removes moisture from personal electronics - everything from a Blackberry to an MP3 player. Simply take the wet electronic device, drop it in the Bheestie Bag and seal it tight. You can do it overnight, or immediately after an 'accident'. It contains powerful water absorbing beads that physically bond with the water, holding it inside of them. The bag can last up to a year for everyday use or less if used for extreme soaking.

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Bheestie.com



imate Gift Guide

1930 AC Model: Shamrock V



The last of Sir Thomas Lipton's five Americas Cup Challengers, *Shamrock V* can still be seen competing in the finest races of classic yachts today. The model has been built according to the new Shamrock V after its refit in England. Comes with or without dacron sails. 23.5" x 35.5" high.

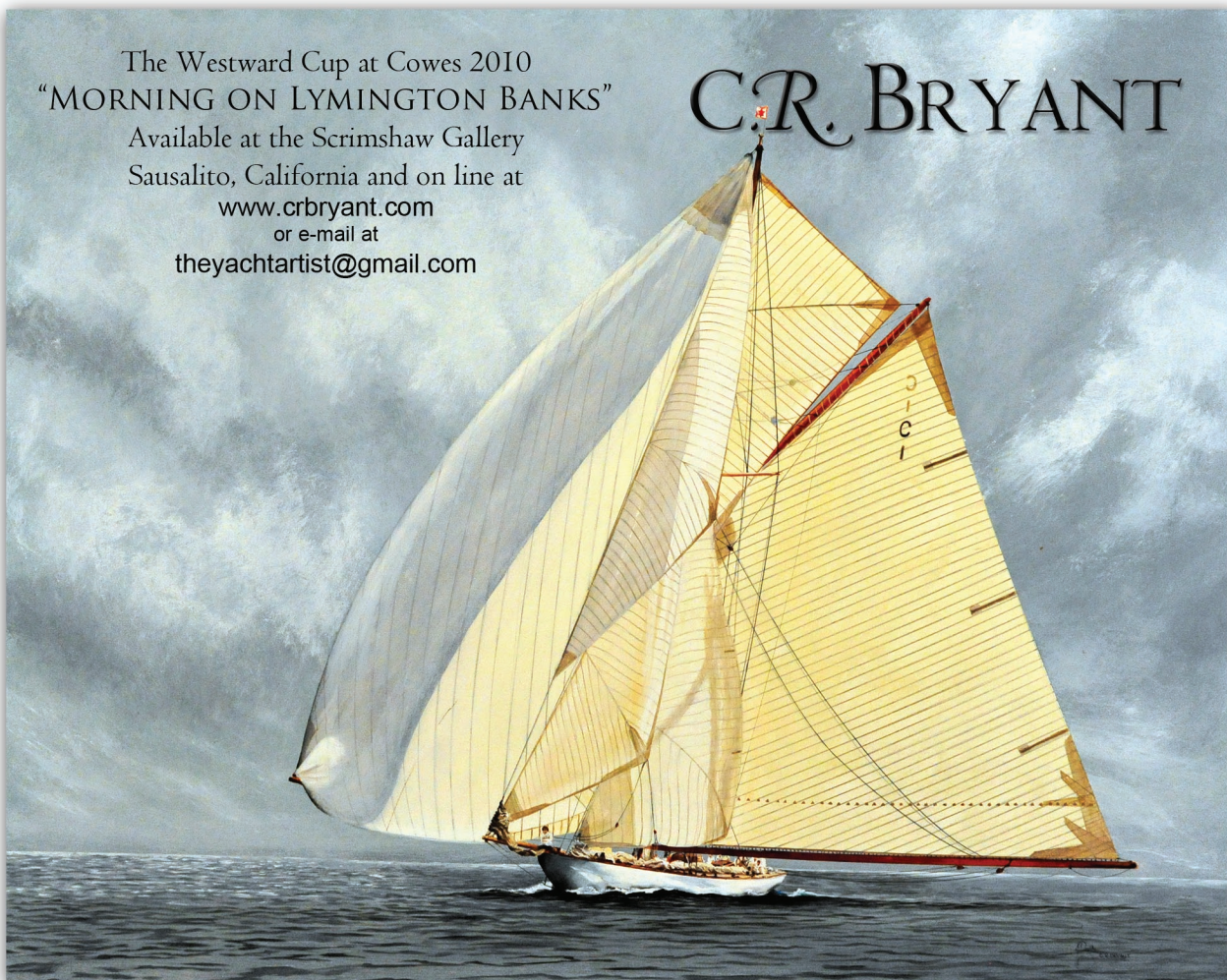
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WOOD YC

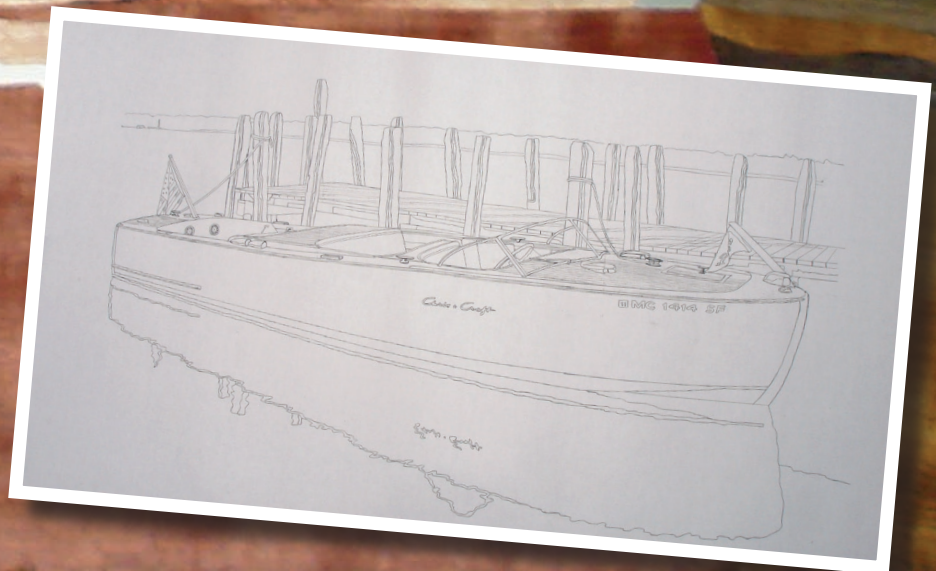


Story: Barry Weldon
Photos: Charles Bingham

Charles Bingham's artwork is called marquetry (mar-ket-tree). He hand-cuts hundreds of pieces of exotic woods and fits them together to form an image. Charles does not stain any of the woods he uses. Each of the woods are chosen by him for their unique natural color and grain patterns. The true artistry comes from selecting woods that mimic the look of each of the elements in a picture. He makes a particular wood grain look just like water, sky, sand or grass... that's when the artwork comes alive. We sat down with Charles to learn more about his amazing art.

You Believe It?

This is an all-wooden image with no stain, dye or paint.



*It was like an epiphany when I discovered
to draw pictures and my love*



Classic Yacht: What's your artistic background?

Bingham: I grew up in a family with a lot of artistic ability. I would always marvel at my aunt's skill in drawing and sketching. It takes a lot of practice to get perspective correct and include all of the important details. I took many art classes throughout my life. From drawing classes when I was a young kid, up through many advanced classes in college, I took every opportunity I could to learn more and improve. My college degree was not in art, but art was where I found my passion. Drawing and sketching were

where I focused most of my attention because I liked the precise detail that a fine pencil line could create.

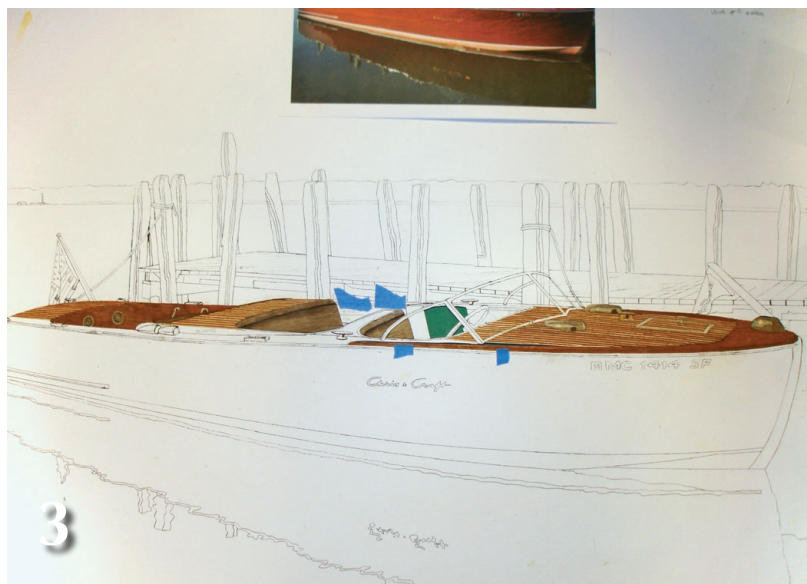
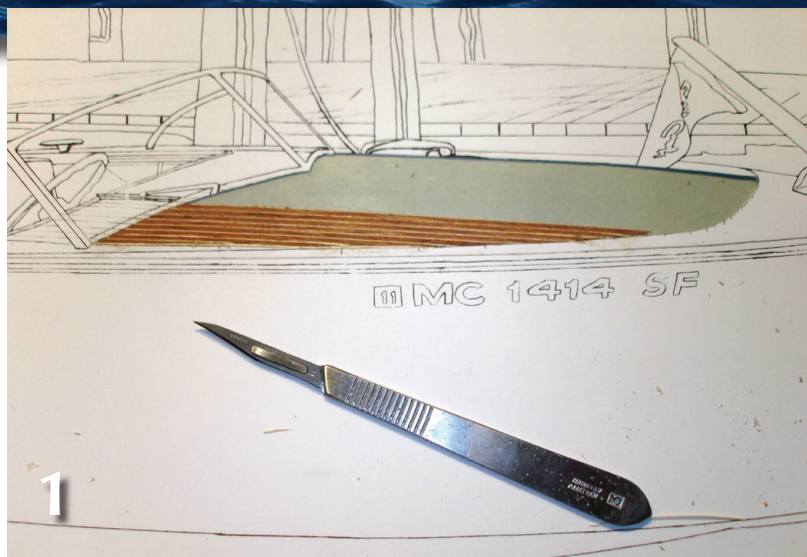
As I got older I discovered woodworking. I enjoyed how you could plan out something you wanted on paper, get the raw materials, shape them using tools and have a tangible result. To be able to take an idea and make it a reality was, for me, very satisfying.

Classic Yacht: Where did you first see this form of art and when did you get involved in doing this?

*red a way to combine my artistic desire
ove of working with wood.*

Bingham: It was like an epiphany when I discovered a way to combine my artistic desire to draw pictures and my love of working with wood. My discovery came from an old musty library book that looked like it hadn't been checked out for decades. There was a small section in this book on woodworking that mentioned the art of marquetry that showed two pictures of some elaborate inlay from a victorian-era church that looked photorealistic. I was amazed that different woods could be skillfully combined in such a way that fooled your eye into believing you were looking at the real thing. It seemed to be a perfect match for my creative skills.

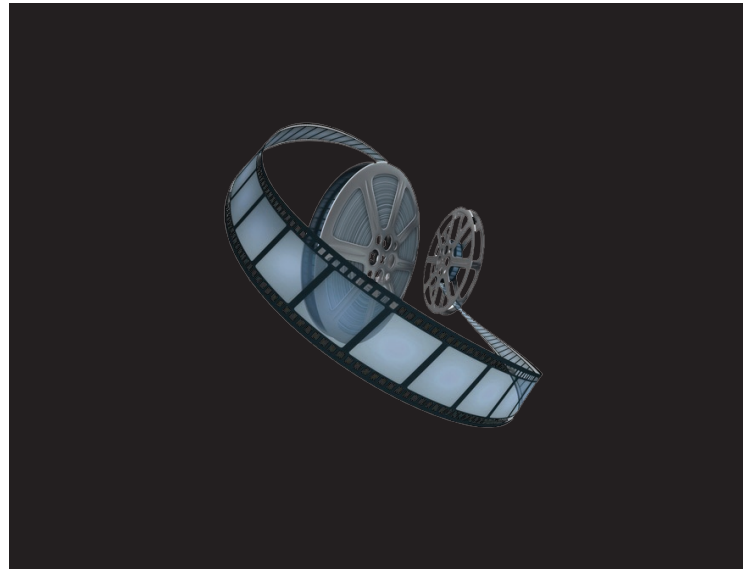
The problem for me was that marquetry has been slowly becoming a lost art. There are very few places to learn it, and the focus is mostly on simple adornment of furniture, not creating artwork. I was so determined to learn that I bought a half dozen 'out of print' books on the internet and set off to teach myself. One roadblock was that several of the books were in French, and I don't speak a lick of it. So, I



*I noticed an antique wooden boat show in northern Maine
Once I saw those beautiful hand-carved
I knew at that moment that they would*

found a friend who could translate for me, and I was on my way.

My second 'ah-ha' moment came soon after I had completed my first few pictures. I was looking for new subject matter that would look good in marquetry and I decided there would probably be beautiful scenes along the Lake Michigan shoreline that I could use. I had scanned the paper to see if



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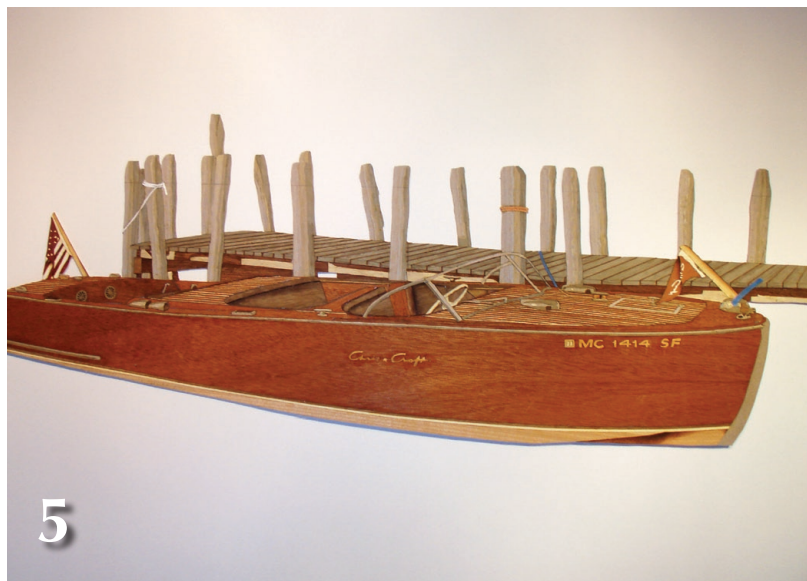
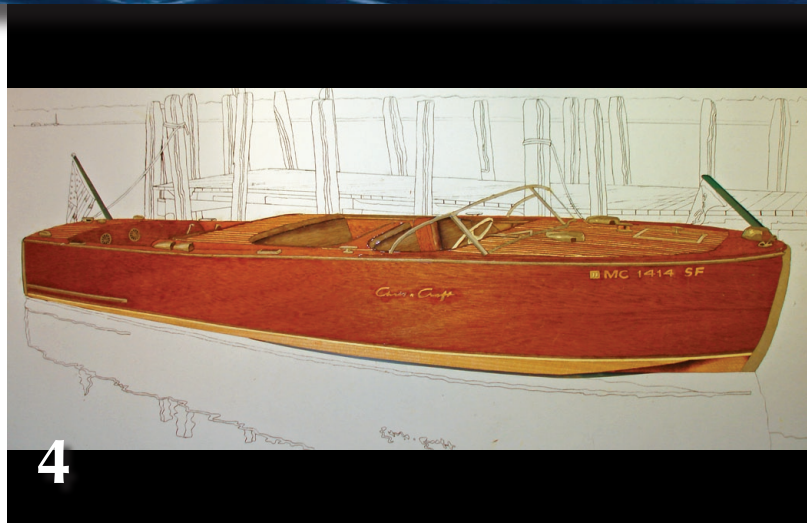
Michigan that sounded like it would be fun to attend. Handcrafted wooden boats I fell in love. They would be the primary focus of my work.

there were any events going on that might bring some extra interest to the mix and I noticed an antique wooden boat show in northern Michigan that sounded like it would be fun to attend. Once I saw those beautiful handcrafted wooden boats I fell in love. I knew at that moment that they would be the primary focus of my work.

Classic Yacht: How many pieces have you created? What percentage of them have been boat related?

Bingham: I've created about 50 different marquetry designs so far, with boats being the primary subject matter for the vast majority of them. If the piece I am working on doesn't include a boat, it will likely still have a nautical theme. (ie lighthouse etc.)

Though the total number of designs doesn't sound like many, it has kept me very busy for several years because each picture is very labor intensive and can take many weeks to complete. The amount of time it takes, and the cost of having a custom piece of marquetry created, depends



*If a painter doesn't have the color he needs
he does have to make the right tone.*



primarily on the amount of detail in the image. The more complex the design, the more individual pieces I have to cut.

There are several elegantly simple designs that I have for sale when I do exhibits around the midwest, that take around ten to fifteen days to make.

It's when I do custom work that really tests my skills in rendering fine detail. Most clients that commission me to create something special

usually want a highly detailed work of art. These can take around five to ten weeks to complete. First, a full scale photocopy of my initial sketch is mailed to the client so they can check for accuracy of the details and to suggest any changes they want to make. This is the point where they can decide whether to go ahead with the commission or not. Next, I begin selecting which woods I will use for each piece of the picture. This process can take several days as finding the right combination of woods that work well together and give the best

*, he can just mix two or three of the colors
For marquetry, it's not that simple.*

overall visual effect requires careful attention to detail.

Having a gameplan in place, I start the cutting and fitting process. I use several different kinds of X-acto blades and medical scalpels to cut each of the pieces. Throughout the process I send progress photos to the client so he can share in the creative process as it happens.

Classic Yacht: Where do you get your woods?

Bingham: I'm often asked where I acquire such a wide variety of exotic woods with such amazing grain patterns in them. Luckily, I have a close connection with an individual in Colorado who imports hundreds of species of wood from all around the globe. His usual clients buy wood in large lots for making furniture or other high-end luxury goods. As a marquetarian, I obviously don't need large amounts...I need a large variety of woods. He accommodates me by taking small amounts from several of the large lots that he acquires. It

doesn't affect his ability to deliver the quantity his bigger customers require. But, for me, having access to such a wide variety of woods makes a big difference in my work. If a painter doesn't have the color he needs, he can just mix two or three of the colors he does have to make the right tone. For marquetry, it's not that simple. I have to have a wide spectrum of colors on hand, because I don't stain or dye any of the woods I use.

Classic Yacht: How much of the wood mapping process is formulaic versus artistic? Do you always use a certain wood for the water, for example? Or is it purely dependent upon the original image? Can you give an example?

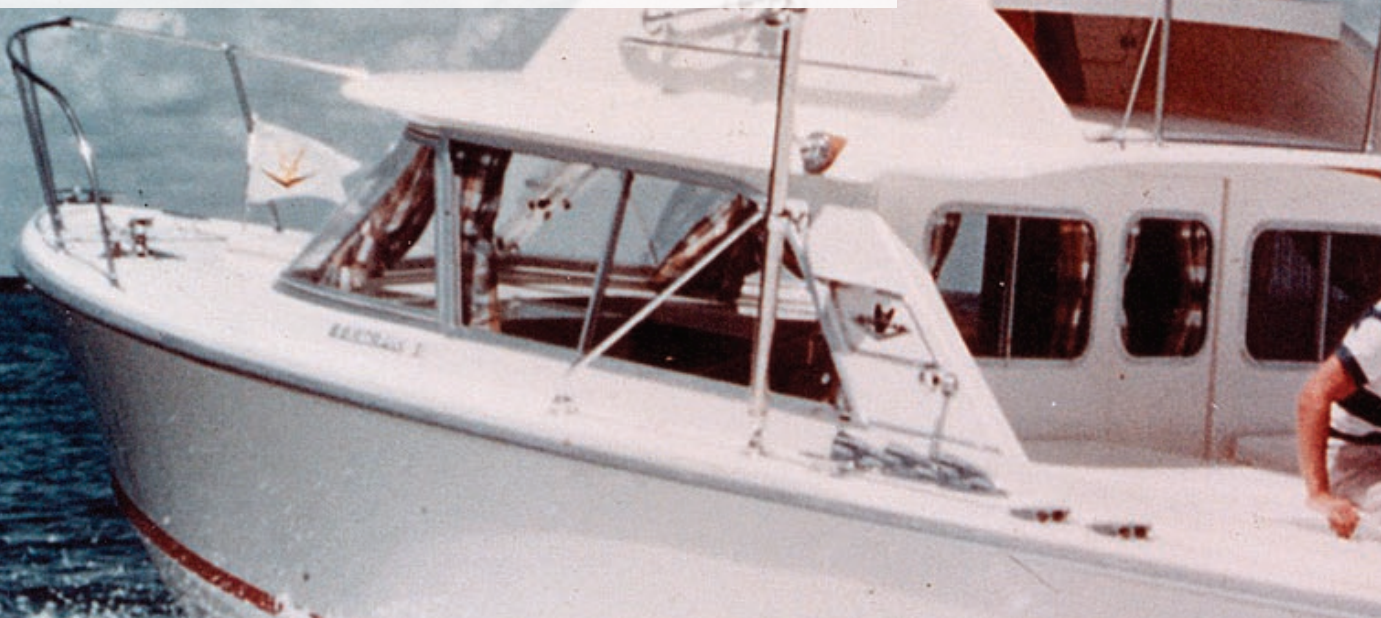
Bingham: Though the grain patterns of some wood tend to lend themselves toward a specific use, I don't always use the same wood for elements such as water, grass or sky. The woods I choose depend entirely on the look and feel of the picture I'm doing.

binghammarquetry.com

The Next Class

Ready or not, a new generation of classics is here.

Face it. The number of people with childhood memories of dad's leaky lapstrake runabout with a vertical bow and peeling varnish is shrinking. The good news? Fiberglass allowed the recreational boat industry to explode in popularity in the last half of the 20th century, meaning more and more people spending big bucks on larger yachts trace their boating memories back to a Bertram 31 or a J/24. We take measure of a new crop of classics without regard to construction material or propulsion method.



Bertram 31

The Bertram 31 was introduced in 1961 and was the first commercially-available "deep-vee" hull design. The steep deadrise angle of the running bottom gave the boat a smooth, if wet, ride through rough seas. More than 2,000 were built over to decades, with a follow-up "Silver Anniversary" edition bowing in 1986. No mention of modern classics is complete without the Bertram 31.

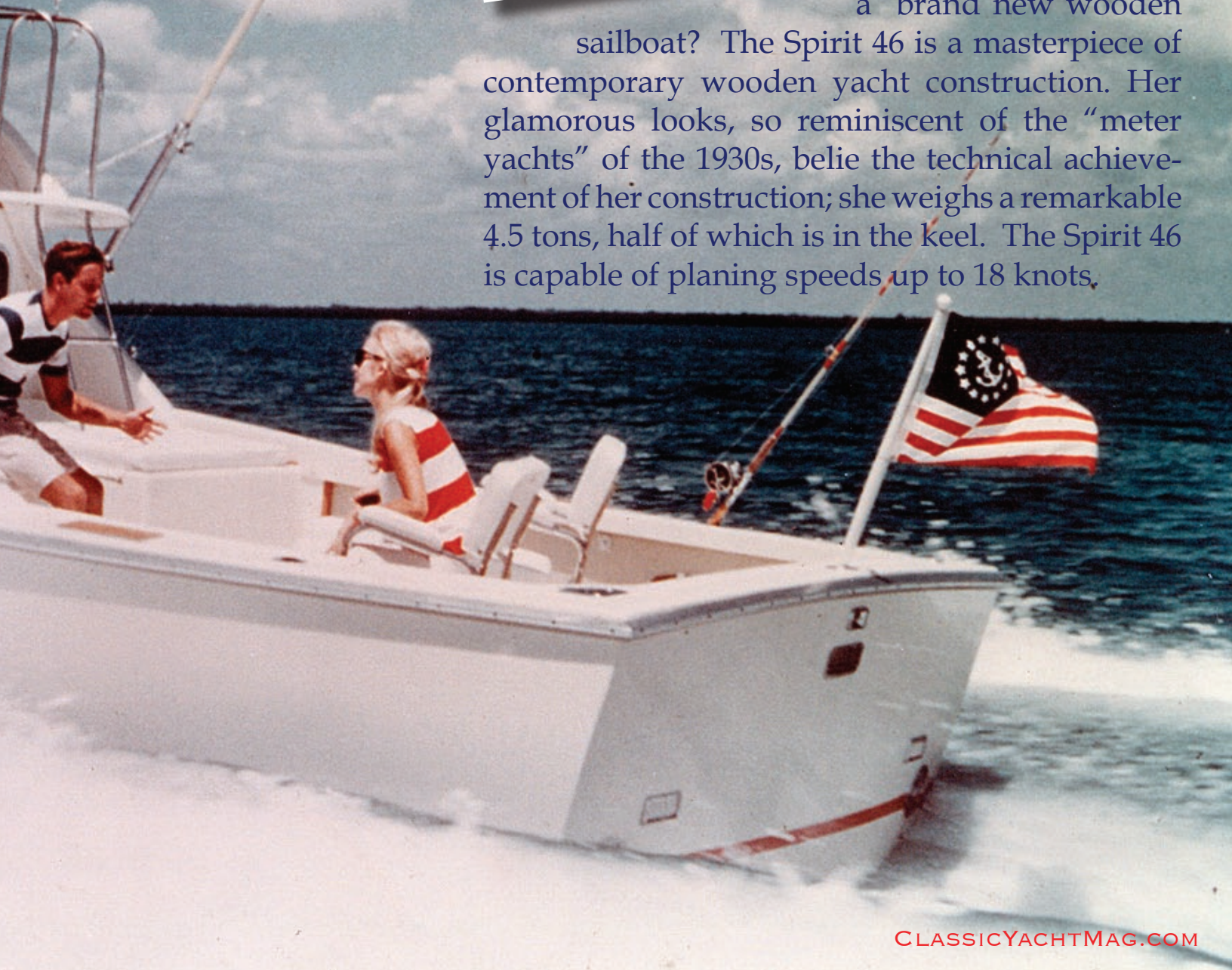
ics

here.



Spirit 46

How about a brand new wooden sailboat? The Spirit 46 is a masterpiece of contemporary wooden yacht construction. Her glamorous looks, so reminiscent of the “meter yachts” of the 1930s, belie the technical achievement of her construction; she weighs a remarkable 4.5 tons, half of which is in the keel. The Spirit 46 is capable of planing speeds up to 18 knots.





Chris-Craft Launch 25

From the 1960s through the 1990s Chris-Craft well and thoroughly squandered the brand equity it had built during the first half of the 20th century. By 1998 the name “Chris-Craft” had to be leased by OMC from a satellite communications company in order to continue production. But the powers that be at OMC realized what they had, and decided to deliver boats that capitalized on the fuzzy feelings Boomers had of barrel-backed runabouts of their childhood.

The result was a trio of Chris-Craft Launches: 22, 25, and 28 feet, the latter having twin engines. The 25 is perhaps the sweet spot in the range, available with a closed bow or open seating forward of the retro windshield. The only mass-market runabout with tumblehome at the transom at the time, the Launch series helped usher in the revival of classic lines on the water. Many are used as large yacht tenders around the world, and the boats remain in production to this day.

The J/24 is the world's most popular keelboat, an undeniable classic with 5,300 boats having been built since 1977. Suitable for racing, daysailing or even cruising with her small cabin, the boats have been built in the US, Japan, Argentina and Italy



J/24



and can boast a user base of more than 50,000 people sailing in one-design fleets around the world.



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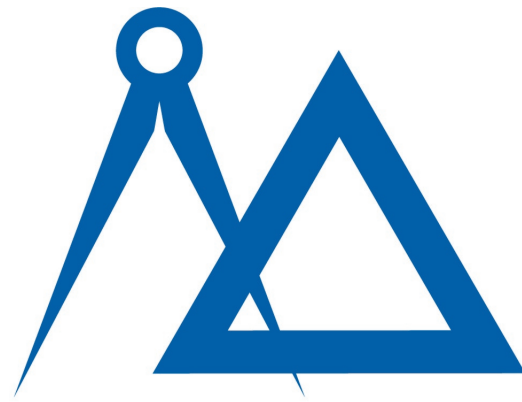
Fleming 55

Starting with a classic yacht design is seemingly a good start towards creating another one. The Fleming 55 has become something of a legend over the past 25 years for her impeccable tooling, solid engineering and common-sense layout. But the Fleming 55 has something up her sleeve; she's a modern-day version of the popular Alaskan 49, a DeFever-designed wood trawler built by Grand Banks in the 1960s.

The Fleming was introduced at a 50-footer in 1987, then grew to 53 and finally 55 feet by 1991. The extra length in each is found entirely in the cockpit,

which is now a focal point of the boat and the central outdoor social area.

Production of the Fleming 55 benefits from continuous upgrades in equipment and craftsmanship, and the boat is still in limited production today. With three staterooms, a dedicated pilothouse worthy of a 90-footer and wide, secure side decks among her many real-world cruising features, the Fleming 55 is capable of extended coastal cruising in comfort, security and salty style. She'll cruise between 10-16 knots depending on installed power, but 11-12 knots will guarantee long range and comfort for extended trips.



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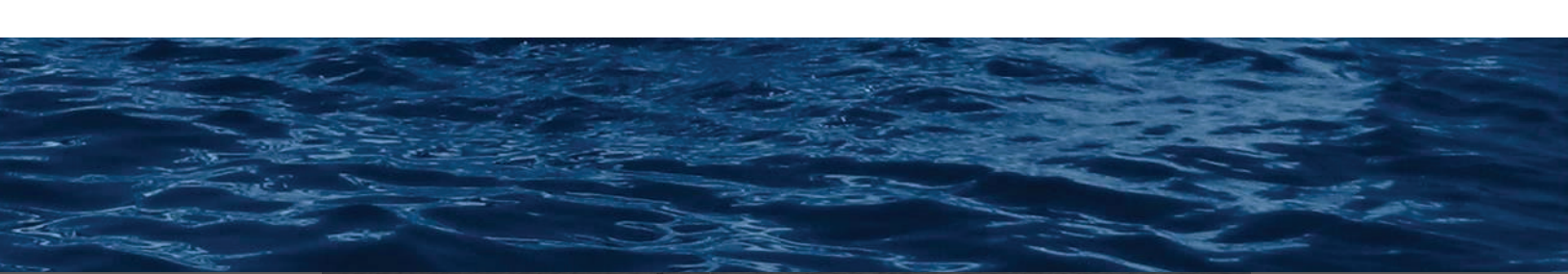
Kadey Kroger 42

A sentimental and practical choice among many a Great Loop and Florida Keys cruiser, the Kroger 42 might not have the outright quality of a Fleming but her charm and economy is hard to argue with. 203 were built from 1977 to 1998 in various yards in Taiwan, the brainchild of yacht broker Art Kadey and naval architect Jim Kroger. (Strange fact: Kadey was killed in Taiwan in 1981, overseeing production, the victim of a random shooting.)

All of the boats were built with closed-cell PVC foam in the hull topsides and superstructure, which helped curb weight and insulate against sound, temperature and condensation. On

early boats, decks were 3/4" plywood supported on mahogany beams, with two layers of fiberglass and 1/2" teak planking on top. Beginning with hull #66 in 1985 the top of the pilothouse and decks were cored with end-grain balsa, an invitation to water migration through hardware fittings. The prudent owner will buy a moisture meter and lift and re-bed deck hardware as a preventive measure, before leaks become a significant problem.

A single Lehman diesel will get the Kroger 42 over 2,000 miles between fuel stops, so the view from the pilothouse can be just about anything you want it to be.



Hatteras 53 Motor Yacht

The Hatteras 53 achieved unheard-

of commercial success in the 1970s and '80s and was always considered a classic-looking boat. Now that even the last examples built are a quarter-century old, she's undeniably achieved "classic" status. More than 700 (!) were built from 1969 to 1987.

With an eminently practical and

handsome profile, three staterooms separated by two walk-in engine rooms, the Hatteras 53 became the template for the entire Hatteras Yachts motoryacht lineup through the 1990s. Find them on the market from \$100k to \$400k, with or without a cockpit.

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Riding

Story: Bill Prince

Photos: Metan Marine



g The Wave

*Metan Marine caters to those who
want old boats. Only better.*



Borrelli refers to the eight Boston Whalers in the shop as bein



Before: 1968 17' Boston Whaler Montauk



After: 1968 17' Boston Whaler Montauk

Plenty of guys will buy an old Boston Whaler from time to time, fix it up in their garage and sell it off for a little profit. But when a guy rips the “unsinkable” hull and deck asunder and removes all the original foam from a Whaler’s innards, replacing it with better-than-new closed-cell foam, we stand up and take notice. And when he names his business Metan Marine, a mashup of “meticulous” and “anal retentive”, we just have to poke our beak in and see what’s going on. Meet Michael Borrelli.

Michael was an auto-body fabricator in his 20s who eventually migrated to paintwork on boats. He built his business one small boat at a time in a backyard shed, eventually performing more and more invasive restoration work on all manner of Boston Whalers, SeaCraft, Grady Whites and Hatteras fishing boats. His business has grown

g “in production”.

He is selling the new boat experience in a classic boat wrapper.

now through his tech-savvy marketing, word of mouth about his insistence on perfection and exposure at major boat shows. Borrelli has moved to a shop in Halifax, Massachusetts where he and his eight shop crew perform miracles in fiberglass and paint.

He refers to the eight Boston Whalers in the shop as being “in production”. Borrelli is selling the new boat experience in a classic boat wrapper. Proven hull forms and construction techniques are just the batter. Modern engines and electronics are the icing on the cake. Metan’s strive for perfection is the secret ingredient.

For an 18-20 foot SeaCraft or Boston Whaler, Borrelli says it costs roughly \$10,000 more to have an old boat brought back to better-than new condition than to buy a new boat from a dealer.

Instead of simple varnish, Metan uses Awlgrip clearcoat on mahogany thwart seats and cap rails, which lasts 5-7 years without needing touch ups.



Before: 1963 Ensign cockpit



After: 1963 Ensign cockpit

Metan serves as a go-to source for warranty and insurance work for production



Before: SeaCraft



After: SeaCraft

Metan had three boats on display at this year's Ft. Lauderdale boat show, a 21' Whaler Outrage, a 13' Whaler Classic and a 16'7" Whaler Sakonnet. All were stunning.

Metan works its magic on all manner of small craft, power and sail. They serve as a go-to source for warranty and insurance work for production builders such as HydroSport, as well as offering winter storage in Halifax.

As their reputation has grown, so have revenues. 2011 is poised to deliver \$1 million in sales, according to Pamela Borrelli, Mike's wife who also appears in company advertising, draped across the starboard gunwale of an upended 13-foot Whaler. The Borrelli's anticipate 30-percent growth in 2012.

Metan holds an ongoing Autism charity raffle too, awarding a restored 13-foot Whaler for every 300 tickets (at \$100 apiece) sold.

on builders such as *HydroSport*



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Before: 2007 Boston Whaler 27



After: 2007 Boston Whaler 27



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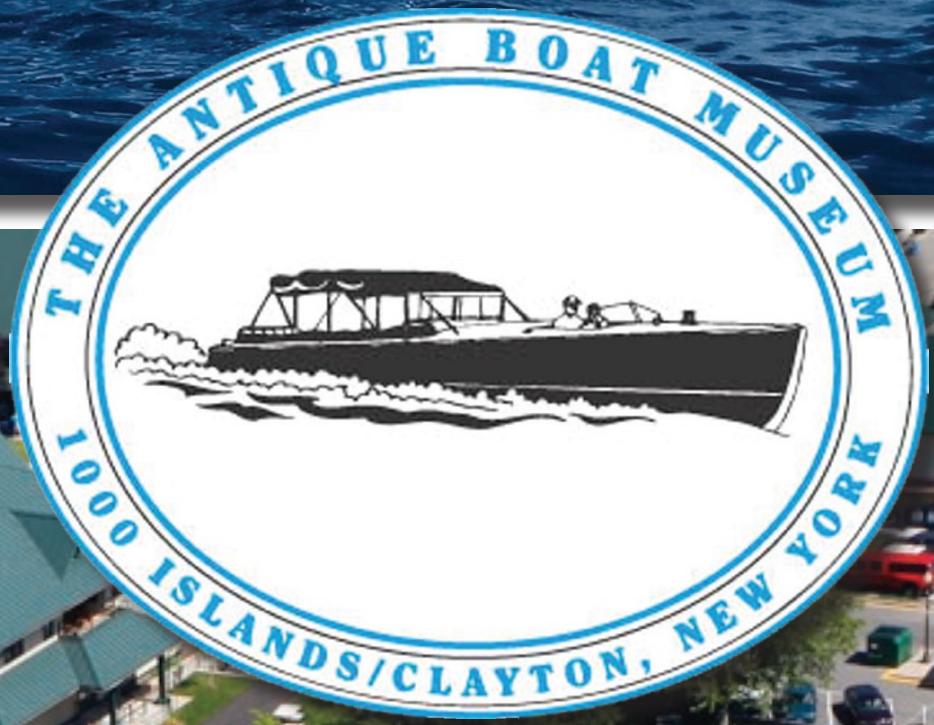
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MUSEUM CRAWL

Story: Elizabeth Prince

Photos: Antique Boat Museum





Clayton, New York – Where can you tour a magnificent 106-foot historic houseboat, row an elegant St. Lawrence skiff, take a thrilling triple-cockpit runabout ride, explore fascinating exhibits about the legendary Thousand Islands and see more than one hundred historic boats on display, all in the same day? All of this and more is presented in first-class fashion at The Antique Boat Museum in Clayton, New York, home of North America's original antique boat show and auction.



The Antique Boat Museum has evolved over the years to be perhaps the foremost classic boat repository in the United States and we'll cover many of the highlights here. But first, some history.

In the 1960s a small nucleus of people who were determined to preserve the nautical and cultural heritage of the St. Lawrence River established the Thousand Islands Museum on the St. Lawrence River in Clayton, New York. Within the museum, a group concerned with preserving the area's rich boating heritage formed the Antique Boat Auxiliary and organized a show of antique boats in 1964. The

boat show became an annual event and grew steadily in size. Under the auspices of the Antique Boat Auxiliary, a small group of supporters acquired several parcels of waterfront property in the early 1970s and established a permanent museum to host the annual boat show. The new institution received a provisional charter from the New York State Department of Education as the Thousand Islands Shipyard Museum in 1980 and was granted an absolute charter in 1986. A 1990 amendment to the charter changed the institution's name to the Antique Boat Museum.

Got it?

The museum's galleries overflow with unique and beautifully-preserved examples of great North American pleasure boats.

Nowadays, the mission of the museum is to collect, preserve, exhibit and interpret boats and other objects related to the history of boating in North America and to enhance public understanding and appreciation of the contributions of the St. Lawrence River region to North America's boating history.

The ABM's 4.5 acre campus is located on the banks of the St. Lawrence River

in the picturesque riverside village of Clayton. The museum's galleries overflow with unique and beautifully-preserved examples of great North American pleasure boats. From May to October each year, the ABM campus comes alive with boat shows, regattas, children's activities, guided tours, boat-building classes, elegant dinners and a wealth of other programs and events.



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The highlight for many classic boat enthusiasts is without doubt the remarkable “Quest For Speed” exhibit.

In the 40 years since its founding the museum has built up a substantial waterfront campus that encompasses 4.5 acres of public program space, 1900' of dockage and 1300' of St. Lawrence River shoreline. The 10 buildings on the campus contain 29,000 square feet of exhibit space and 33,000 square feet of public program, collections storage, archives, library and administration space.

The exhibits and programs are supported by 20,000 square feet of boat collection storage located a short distance from the museum's main campus. In the last decade the museum has undertaken a substantial capital expansion program to consolidate its real estate holdings and construct buildings and infrastructure worthy of its collection and programs.

From humble beginnings as a riverside gathering of antique boat enthusiasts, the Antique Boat Museum has evolved into a national institution which makes substantial economic and cultural contributions to Clayton, the North Country region and the preservation of North America's maritime heritage.

The 106-foot houseboat *La Duchesse* brings to life the gracious river lifestyle of one hundred years ago. Built in 1903 for millionaire hotelier George Boldt, manager of New York City's famed Waldorf-Astoria, the houseboat has been in continuous use as an elegant summer residence ever since. Donated by the McNally family of Wellesley Island, New York and Chicago, she opened for visitors at the museum in July 2005.

In the last two years more than 20,000 visitors enjoyed seeing her luxurious interior and original furnishings while hearing the story of this unique summer home.

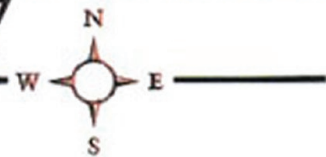
But the highlight for many classic boat enthusiasts is without doubt the remarkable “Quest For Speed” exhibit, housing some of the most historic wooden racing boats of the early 20th century. The fleet includes *Dixie II*, winner of perhaps the greatest motorboat race of the time on August 3, 1908 when she became the fastest motorboat in the United States with an average speed of 28 knots over 32 statute miles.

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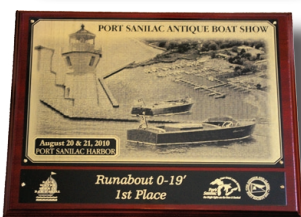
Port Sanilac, MI boat show

Best In Class, 1st Place

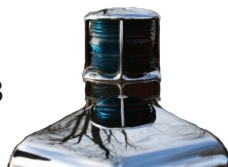
Algonac, MI boat show

Best Transom

Port Sanilac, MI boat show



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"The boats and exhibits we display need to be so enthusiasts of all levels can take interest. The Gold Cup raceboats are compelling for educated audiences." – Dan M



to tell a compelling story,
rest in what we offer.
g for both general and
iller, Curator



“Our collection grows only through donations, but we don’t take duplicate boats” – Dan Miller, Curator

The museum relies heavily on the donation of boats from those who see the value in keeping and preserving maritime history, especially those boats built in upstate New York. “We get offered everything” including larger and larger cruisers, says museum curator Dan Miller. “Our collection grows only through donations, but we don’t take duplicate boats” due to inevitable space limitations, even in a museum this size. “The boats and exhibits we

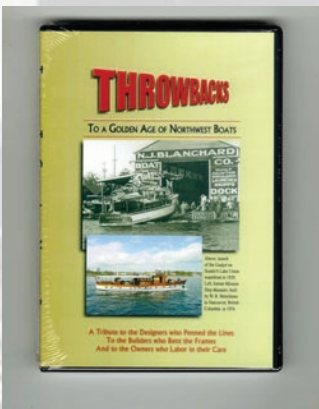
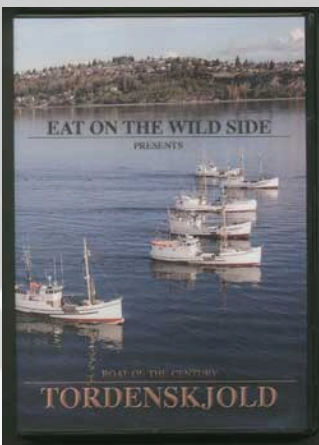
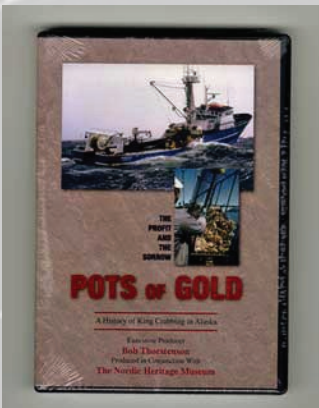
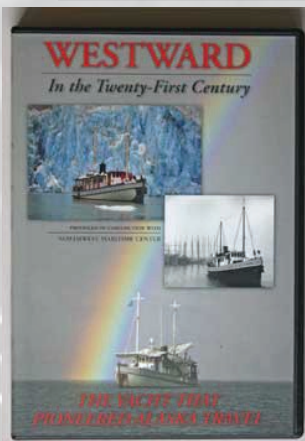
display need to tell a compelling story, so enthusiasts of all levels can take interest in what we offer. The Gold Cup raceboats are compelling for both general and educated audiences.”

The Antique Boat Museum’s next major exhibit is called “Made In Clayton”. It features boats, fishing lures, paddles and swimsuits, all made in or around Clayton, New York.

abm.org



Documentary Videos Available on Pay Per View



Nautical Media now offers its library of documentary videos on pay per view, with prices as low as \$5.95. Viewers can log onto the Nautical Media website at www.johnsabella.com and watch movies anywhere they have access to an Internet connection with sufficient bandwidth. Nautical Media's safety training titles are also available for streaming. When you click on a link on the Nautical Media website to launch a pay per view session, a pay wall appears after five seconds and gives you the option of purchasing 24-hour or 96-hour access to the video stream using a credit card or Pay Pal. There are a wide variety of subscription options available. Log onto www.johnsabella.com to see the list of available titles or to create an on-line pay per view account. The following documentary programs are available on pay per view.

Tordenskjold: Boat of the Century

Westward in the 21st Century

Throwbacks to a Golden Age of Northwest Boats

Bear Facts

Westward: Cruising Alaska, 1920s-Style

Anacortes: The Perfect Port

Centuries of Fish: Seattle's Dynamic Distant Water Fishing Fleet

The Days of Salmon Traps and Fish Pirates

The Great Age of Salmon and the PAF

The Longline Pioneers

The Salmon Capital of the World

Pots of Gold, The Profit and the Sorrow

Petersburg, The Town that Fish Built

Syd Wright's Alaska

Sockeye and the Age of Sail

Juneau: City Built on Gold

The Southeast Alaska Salmon Industry

Neets Bay: An Alaska Salmon Ranch

Background. The M/V Hermina on the ways at N.J. Blanchard's yard in the 1920's heyday of Seattle's wooden boat building industry. Young Norm Blanchard peeks in from the right.

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Winter Reading

Whether you'll
or just marking
(and upd

Dorade

Authors: Douglas Adkins,
Llewellyn Howland III
240 pages

This is the definitive history of the boat considered by many to be among the greatest ocean racing yachts of the twentieth century. It begins with Roderick Stephens, Sr. whose "deep and abiding faith in his sons' talents, character and good sense" led him to invest his reputation and fortune to help Olin Stephens, then little more than a teenager, and Olin's brother Rod, design and build an ocean racer to compete against the finest offshore yachts of the day.

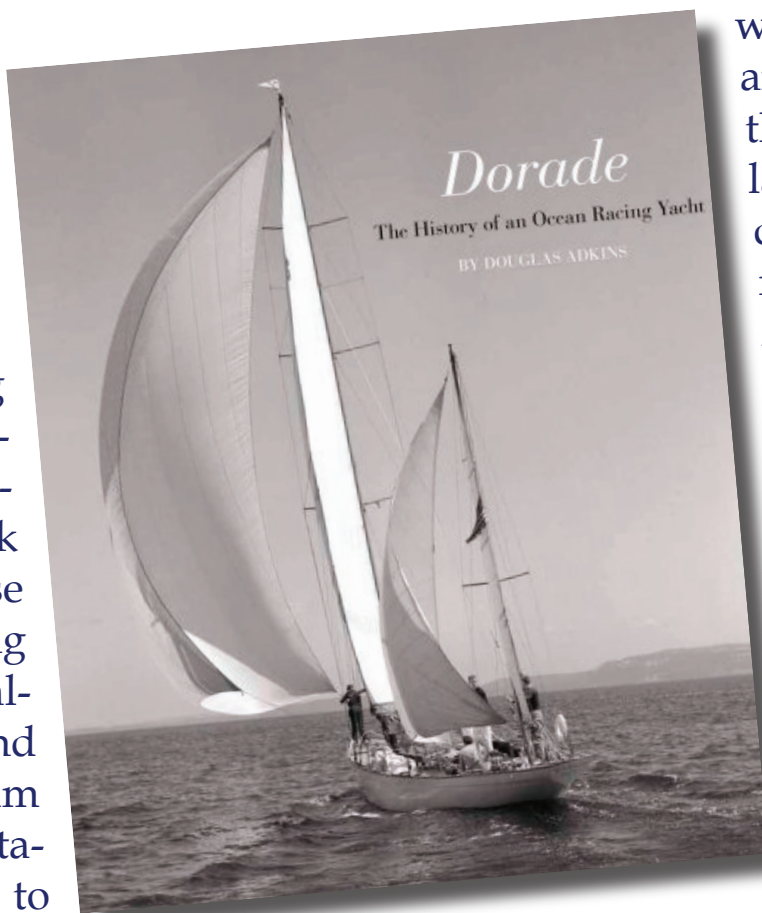
The result was *Dorade*, a 52-foot yawl launched in May 1930 into the teeth of the Great Depression. Lightly built, with spartan accommodations and

berths like coffins, she performed well in her shakedown summer. But it was the 1931 Transatlantic Race which she

won in sixteen days and an hour, beating the next (and much larger) boat by two days, a winner on corrected time by over four days, that set her name firmly in the annals of yachting history -- and changed forever the face of ocean racing yacht design.

In the eight decades since her launching she has been actively raced and restored under the ownership of a host of colorful and devoted characters on both coasts.

This is her story, from stem to stern, nautical history at its best and related with affection, accuracy, and eloquence by a sailor who has sutured together the many strands, both verbal and visual, of a great yacht's life.



be cracking open a book within view of a Florida Keys sunset
g time until next boating season, there are several new titles
ates on classics), worthy of your attention this winter.

Hemingway's Boat

Author: Paul Hendrickson
544 pages

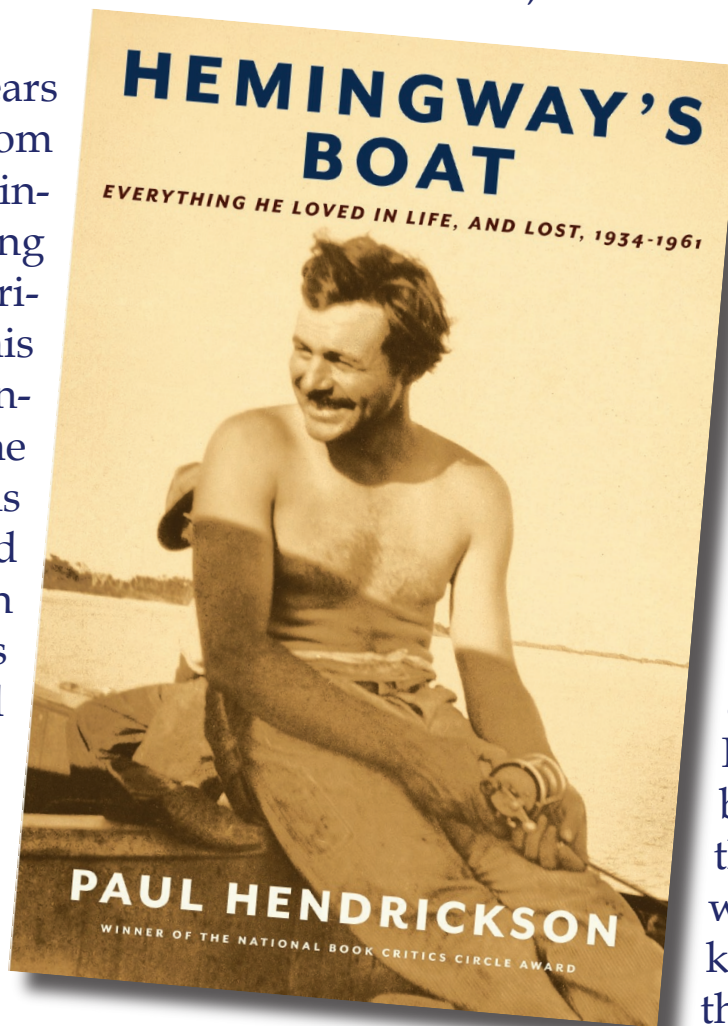
Focusing on the years 1934 to 1961—from Hemingway's pinnacle as the reigning monarch of American letters until his suicide—Paul Hendrickson traces the writer's exultations and despair around the one constant in his life during this time: his beloved boat, *Pilar*.

We follow him from Key West to Paris, to New York, Africa, Cuba, and finally Idaho, as he wrestles with his angels and demons. Whenever he could, he returned to his beloved fishing cruiser, to exult in the sea, to fight the biggest fish he could find, to drink, to entertain celebrities and friends and seduce women, to be with his children. But as he began to

succumb to the diseases of fame, we see that *Pilar* was also where he cursed his critics, saw marriages and friendships dissolve, and tried in vain to escape his increasingly diminished capacities.

We see most poignantly his relationship with his youngest son, Gigi, a doctor who lived his adult life mostly as a cross-dresser, and died squalidly and alone in a Miami women's jail. Hendrickson's bold book strikingly makes the case that both men were braver than we know, struggling all their lives against the complicated, powerful emotions swirling around them. As Hendrickson writes, "Amid so much ruin, still the beauty."

Hemingway's Boat is an invaluable contribution to our understanding of this great American writer.

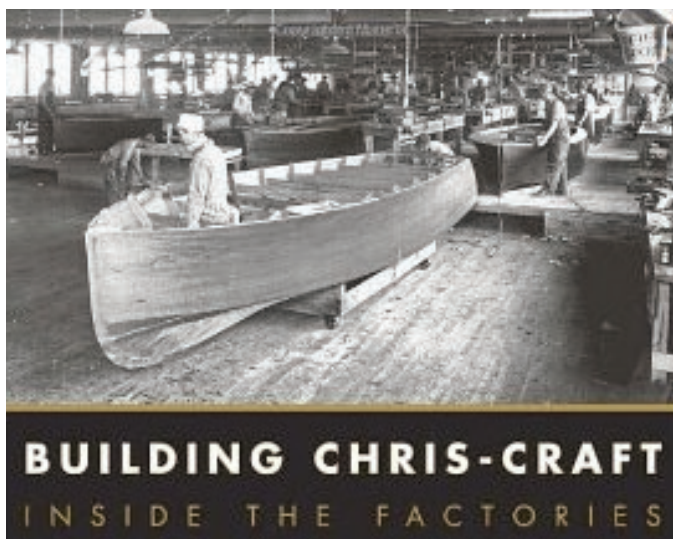


Winter Reading

Building Chris Craft

Authors: Anthony Mollica, Chris Smilth
176 pages

Chris-Craft's market dominance was due in no small part to the design and construction techniques employed in



the company's studios and on its factory floors. *Building Chris-Craft* examines the company's design and production heritage, looking at Chris-Craft's considerable accomplishments in the context of key competitors and industrial trends in general.

High-quality archival images take readers inside the factories, design studios and lofts of Chris-Craft factories in Algonac and Cadillac, MI; Salisbury, MD; Chattanooga, TN; and Caruthersville, MO.

Marine Diesel Engines

Author: Peter Caplen
192 pages

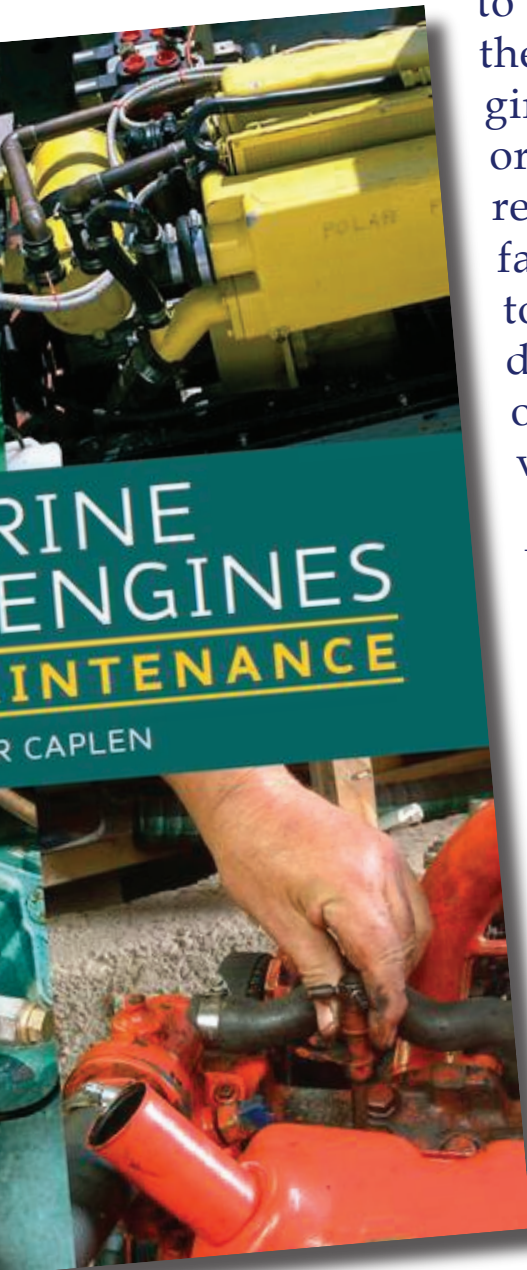
The diesel engine is by far the most popular power plant for boats of all sizes, both power and sail. With the right care and maintenance it is more reliable than the gasoline engine as it has no electrical ignition system, which in the marine environment can suffer from the effects of damp surroundings.

Self-sufficiency at sea and the ability to solve minor engine problems without having to alert the lifeboat is an essential part of good seamanship.



FOR THE KIDS

Marine Diesel Engines explains through diagrams and step-by-step photos everything a boat owner needs



to know to keep their boat's engine in good order; how to rectify simple faults and how to save a great deal of money on annual service charges.

Unlike a workshop manual that explains no more than how to perform certain tasks, this book offers a detailed guide to essential maintenance procedures

while explaining exactly why each job is required.

A to Z Mysteries: The Yellow Yacht

Author: Ron Roy

96 pages

Dink, Josh and Ruth Rose love visiting their friend Sammi, the prince of Costra. They swim, soak in the sun and admire the bright yellow yacht that is moored just offshore. But the owners of the yacht are acting a little suspicious. And there's suddenly been a robbery on the island. Can Dink, Josh and Ruth Rose find out a connection between the robbery and the mysterious yellow yacht?





SABELLA ON SAFETY

Seattle, Washington – In this the 14th installment of our series on safety at sea, we'll continue to address medical emergency response. Remember, if you're more than a few minutes away from the dock, you're the first responder when (not if) an injury or illness occurs aboard your boat. In this issue, we'll look at seizures, head injuries, chest pain and what we term a secondary examination. We covered the primary examination, or what we call ABCs care (airway, breathing and circulation) way back in SOS 11 in the May/June issue of *Classic Yacht*.

If you don't know what we mean by ABCs care, you're not prepared for coping with a medical emergency and you ought to refresh your knowledge by reviewing the earlier articles. Here's a tip I should never divulge. If you collect the

entire series of *Classic Yacht* emergency medical response articles, you'll have my Onboard First Aid Workbook without paying the tariff.

Seizure

Don't attempt to restrain a seizure victim or force anything into his (or her) mouth.



Don't attempt to restrain a seizure victim or force anything into his mouth. Position him on his side so that his airway remains open as vomit or mucus drains away.

If necessary, position him on his side so that his airway remains open as vomit or mucus drains away. Make sure he has an open airway. Pad the surrounding area if he represents a danger to himself.

After the convulsions have stopped, remove foreign matter or dentures from his mouth to keep him from choking. Take

care not to make him gag. Supply oxygen if it's available. Reassure the victim. He'll be dazed and tired when he begins

Seizure Head Injury Chest Pain



*The following article is based on the content of
Onboard First Aid: Immediate Actions,
<http://www.johnsabella.com/detail.lasso?title=10206>.*

to awaken and probably won't remember what happened. He may be combative, but you've got to keep him quiet and monitor his condition until he regains full consciousness.

Ask him if he is taking medication for the condition and convey his answer to the consulting physician (as we pointed out in SOS 10, your marine radiotelephone means you're not alone. Call the Coast Guard on VHF Channel 16 and they'll put you in contact with shore-side medical professionals who can direct your treatment efforts). Administer medication as instructed.

Keep calm and remember the first rule of first response: cause no additional harm.

Head Injury

If a head injury victim loses consciousness even for a moment, assume that he's suffered a concussion. Keep him at rest until the professional medical care is on the scene. Stabilize his cervical spine (SOS 13). He may have suffered a neck injury. Check his eyes. The pupils should

respond immediately to a light stimulus (e.g., a pen light), and they should be able to track your fingers in four directions: up and down and side to side. If they don't track properly, he may have suffered a facial fracture or brain injury and must be treated with extreme caution. Look for blood or fluid from his nose or ears.

A minor bloody nose can be treated by applying direct pressure to the soft tissue at the end of the appendage. Pinch off your own nostrils firmly enough to completely stop the passage of air and you've got the technique. If the bleeding won't stop or returns later, ask a physician for advice.

Dress facial lacerations using antibiotic ointment and sterile gauze or clean cloth. Apply ice compresses to retard swelling. Treat for shock (SOS 12).

Chest Pain

If the victim is conscious enough to talk, ask him what he's feeling and whether he has a heart condition. Heart pain is usually described as crushing or heavy,

If you're more than a few minutes away from the dock, you're the first responder when (not if) an injury or illness occurs.



If a head injury victim loses consciousness even for an instant, treat him as if he has suffered a concussion. Stabilize his cervical spine.



Check his eyes. The pupils should respond immediately to a light stimulus and they should be able to track your fingers symmetrically in four directions: up and down and side to side.

like an elephant on the chest. It can easily be confused with indigestion or an ulcer, so prepare for the worst.

A heart attack victim may become nauseated and vomit. He may also be extremely pale, with sweaty cool skin, and have difficulty breathing. Ask whether he has a prescription for nitroglycerin. If he has nitroglycerin tablets in his pocket, assist him in placing one of the tiny pills under his tongue.

If his symptoms subside, keep him at rest until help is available. Administer oxygen if you can. Check his blood pressure (we're going to talk about vital signs in a future article).

If he feels no relief and his blood pressure appears normal, you may consider (after consulting with a physician) administering up to two more nitroglycerin pills at five-minute intervals. After the third dose, put the medicine away and get help.

Secondary Exam

After the immediate threats to the victim's life or limbs have been treated, look for additional injuries or medical problems. Use your fingers to gently palpate his body (palpation refers to the process of gently

rs aboard your boat.

probing the patient's entire body with your fingertips, lightly squeezing extremities like arms and legs. The objective is to discover hidden or undisclosed injuries).

Look for wounds, broken bones, swelling and signs of internal or external bleeding. Look for loss of function or sensation. You're not doing the patient any favors if you're squeamish about exploring his body so be thorough. Tell him what you're doing and why. Ask him what he's feeling.

Be careful about giving a seriously ill or injured person anything to eat or drink, especially if he's strapped to a backboard or flat on his back. If he vomits, his airway could become blocked or secretions could be drawn into his lungs and hamper breathing.

If he asks for food or water, make sure he's clearly able to swallow. Use moderation. Don't give him medicine by mouth unless the doctor tells you to.

Next: wound care, fractures, cold exposure. John Sabella's firm produces safety training DVDs and books used on boats and ships all over the world.

johnsabella.com



A minor bloody nose can be treated by applying direct pressure to the soft tissue at the end of the appendage.



If the victim of chest pain is conscious enough to talk, ask him what's happening. Symptoms of heart-related pain can be confused with indigestion or an ulcer so prepare for the worst.



THE LOG

The Dignity of Work

I am among many men, I'm sure, who don't like to go clothes shopping. But one store my wife Stephanie likes is different. Anthropology has door knobs, cabinet pulls, furniture and other interesting stuff, among women's clothing. Recently I went shopping with Stephanie and sat on a big comfortable couch nearby while she tried on summer dresses.

Stephanie ran into a woman she had worked with at the newspaper, another reporter. The woman had dresses draped over her arm. When Stephanie pointed to one of the dresses and said, "I like that one. The color would look good on you," the woman's face turned red. She wasn't trying them on.

She worked there. Print newspapers are dying in this digital age and

the woman had been laid off. At this point, I had to say something. "Don't ever be ashamed. You are not afraid to work." Then I added, "Do you know how many jobs I've done



*Insight from the travels of
wooden boat restorer Jim Moores*



that I knew weren't my calling? A lot." Her face turned a lighter shade of pink and they chatted some more but I could tell she still wasn't very comfortable.



Well, this happened to me in a way, not long ago. Months ago we got a call from a dry dock in Fort Lauderdale, Marina Mile Yacht Center. The manager, David Hole, told me that there was an 84-foot wooden boat with some leaks that the owner wants to ship to Turkey for restoration. But it has to float until it can be shipped. Then he added, "I need someone that I know for sure will get it in and out of my dry dock."

I went to take a look at her. At first glance, I could see all the things wrong with her. But when I stepped back I saw a big, beautiful Ditmar & Donaldson trawler built in the West Coast of the U.S. I had never worked on one but I could tell she had fine lines. And I don't back away from challenge or work. If this is what it takes to save an American wooden yacht, get her to float again, it had to be done.

THE LOG



I struck a deal with the European owner and he paid all the money up front so we set a date. She was towed to the dry dock. A crowd of people gathered to see her come in, the latest Moores Marine project. A small ficus tree grew out of her deck and the rot on the topsides and cabin was obvious even from 25 feet away.

As I scanned the faces of the people who had gathered, I knew my face was red just like that woman at the clothing store. Each person had their snide comments about the boat. Even

the yard manager had his doubts. "What happens if the jack stands poke through her bottom and she falls over?", Dave said. I told him if that happened, we would cut her up and put the pieces in the dumpster within our allotted time slot in the dry dock.

It takes eight hours to pump the lock dry so we left for the day. That night, I rolled around in my sleep, waking up and talking to myself and then trying to go back to sleep. What had I signed up for?



Left:

The boatyard equivalent of working in a women's clothing store.

The next day, when I climbed down the stairs into the dry dock, there she sat. As we walked around the hull of what was a beautiful yacht I started breathing again. I thought, okay, our plan will work. The feeling of humiliation had left me. The next person to walk up and make a sarcastic comment was met with my retort: "We are making her strong enough to be shipped so she can be rebuilt abroad." He walked away. The unfortunately named *Empty Pockets* will not be one of our restoration projects but we will help her along her way.

Aurora II

Few people have the time or money to do everything all at once on an antique or classic wooden boat that hasn't been maintained properly. I have written many times about phased or sectional restoration.

On *Aurora II*, this summer was number two out of six phases. *Aurora* is now ready and in the water. We had run into just a few more things than I planned. I really didn't realize the extent of the

electrolysis damage to the shaft logs. What should have been an eight hour job now took many more days. Now that it's done and done right, the next time it should be easy. I can dream, right?

She did come out beautifully, topped off with a gorgeous paint job.

Family

My love of boats is shared by my youngest son, James, a kid after my own heart. When he gets out of school, he heads down to the "Red Banana," as he calls our eight foot red inflatable with a 4hp outboard. He leans forward and it planes out as he cruises the harbor looking for sailboats for sale. He wants a 22- to 25-footer with a cabin.

He has a Laser sailboat but still, he has been working Stephanie and me for this new boat. Finally, we said you need to save up your own money and we'll match it. That meant no for now. At our shop we have had an old fiberglass dinghy kicking around for a year or two. James asked our carpenter

THE LOG

Don Thibeault, not his dad, how to mix a little epoxy resin and fixed a hole in it. He put a rub rail on it and sold it to one of his school friends for his sailboat fund. He has made us very proud.

Meanwhile, in North Carolina...

Stephanie has been spending time at our facility in North Carolina. These are her thoughts:

Even in downeast North Carolina, people recognize the actor Andy Garcia. Nate and his crew will be converting *Elhanor*, a 34' Wheeler long owned by the Vanderbilt family, into a replica of that most famous of sportsfishing boats, Ernest Hemingway's *Pilar*.

Garcia flew in for visit, along with executive producer Edward Ralston, to take a look at the boat they bought for a new film about Hemingway and his Cuban fishing guide, Gregorio Fuentes. Fuentes was the basis for his novel, "The Old Man and the Sea." Sir Anthony Hopkins is slated to play Hemingway. In 1934, Hemingway ordered *Playmate* from the Wheeler Shipyard in Brooklyn, N.Y. after getting an advance on a collection of short stories from Esquire. He used the \$3,300 to order the boat

with some modifications such as live fish well, a wooden roller spanning the transom to aid in bringing in fish and extra large fuel tanks. The boat had two motors, a 75 hp for traveling and a 40 hp for trolling. After the custom features, the finished boat cost Hemingway more than double, \$7,500.

Hemingway later adapted *Pilar* further for fishing with a flybridge and enormous wooden outriggers built by the Rybovich brothers in West Palm Beach. The new wooden outriggers will be built by our Florida crew, carpenter Don Thibeault, who was a long time project manager at Rybovich and is an exceptional craftsman.

Also at our North Carolina yard is the Trumpy M/Y *Chesapeake*. We're wrapping up the finishing touches before she heads off to the Annapolis Boat Show and in December, to Vintage Weekend at Ocean Reef in Key Largo.



*Below:
Rare images of Hemingway's Pilar*



We'll be there with *Aurora II* and hope to see some of you there.

Jim Moores is the owner of Moores Marine in Riviera Beach, FL and Beaufort, NC

LEW'S LESSONS

Story: Lew Barrett

Photos: Jake Roulstone & Tim Yeadon

"His servant picked up the spade and dug a grave long enough for Pahom to lie in, and buried him in it. Six feet from his head to his heels was all he needed."

– Leo Tolstoy

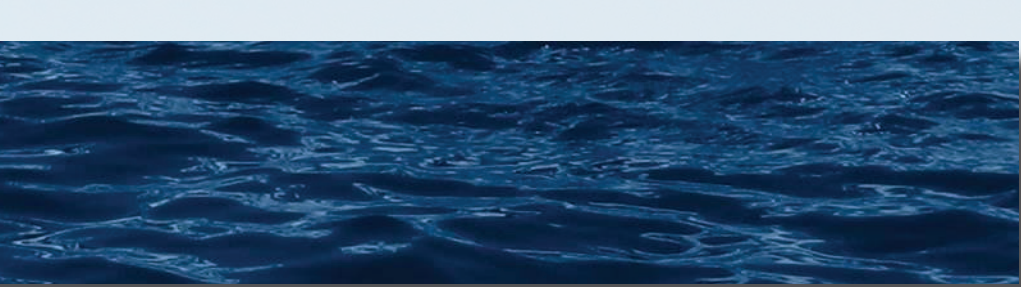
Tolstoy's blunt conclusion about how much a person really needs is tied to a Russian fable about greed and desire. Pahom, already a wealthy man, is offered a deal by the devil in which the hapless Kulak can keep all the land he can walk around in a day. The greedy Pahom walks so far and so hard that he encircles a huge tract, only to drop dead from exhaustion just as he completes his trek at sundown. The Devil gets the last laugh as Pahom discovers too late that he has been had and that his wants were sufficiently in excess of his needs to bring about his own ruin.

I admit it is a stretch to suggest that installing an extra head on your boat is in league with serious greed, but I'm as serious as Pahom's heart attack when I suggest that what you need and what you want are frequently two

very different things. I'd hardly be the first person to point this out. I can safely quote Tolstoy without infringing copyrights, but I can't do the same with the Rolling Stones comments about getting what you want, so only one blatant plagiarism will have to serve my purpose.

'Beautiful' is an accepted characteristic of classic yachts that were simple and clean in line and in function as an inherent quality of being conceived in a different era in the first place. Now I think 'beautiful' is something we shouldn't do without, but the word gets overused. Modern boats are loaded with pleasant but sometimes graceless gizmos like flat panel TV sets, trash compactors and other such items that some think are quite beautiful and that they can't do without.

To my esthetic, such additions are rarely truly beautiful and are frequently unsuitable aboard our otherwise classic boats. Doing without certain "necessities" has never been of much consequence to us when cruising. Hot



Keeping It Simple

water showers and warm bunks are another matter and systems to serve those functions can be installed away from the line of sight and still provide a lot of comfort and utility, but they don't come without a price.

In the middle of this summer's cruise I noticed that the domestic pressure water pump was cycling routinely even if I wasn't using the system. In a quiet moment I gave the water heater and its attendant plumbing a once over and discovered to my dismay that it was leaking. Only three years old, the water heater was not a piece of equipment I had anticipated any immediate problems with. I put our big frying pan under the drip, made a note and resolved to fix it when I got home.

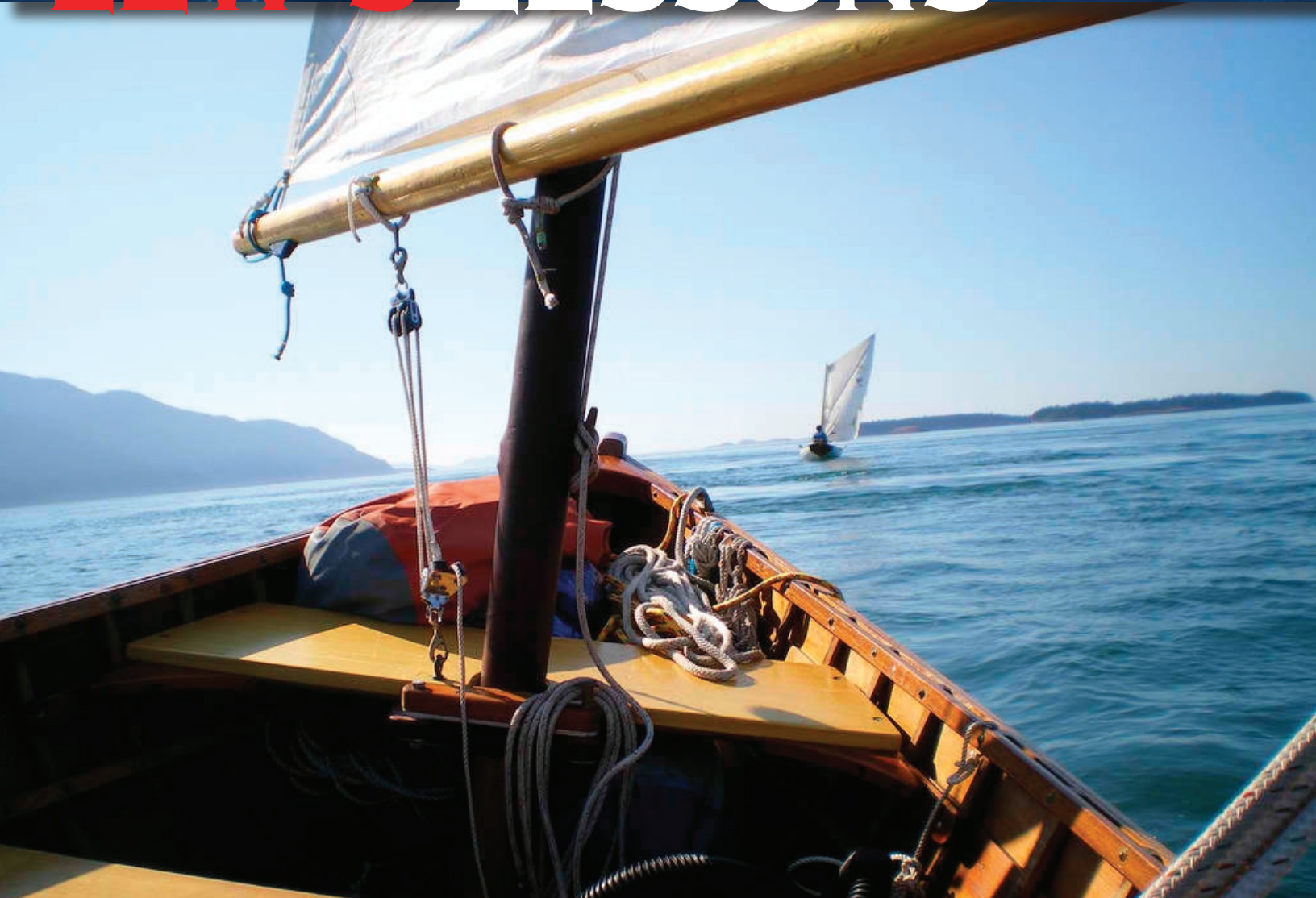
Replacing and plumbing the heater took the better part of three days. One day to take it all apart, one to organize a replacement and one more to get the new one back on the boat and installed to my satisfaction. I am glad we are once again served with a reliable source

of hot water on demand, but *Rita* as she was originally envisioned and built used only three hand pumps to raise water from her tanks. I retained one of those relics at the galley sink as a memento of a simpler time. It is still drawing fresh water from the tanks as it always has. The modern pressure water tap more frequently serves our daily demands, but before us, they lived without it for 57 years.

Each mechanical capability you add brings with it expense, complication and a new set of maintenance issues to pay heed to. That's a lot of heed by the time you add up everything people expect to have on a fifty foot boat these days, even one from the Golden Era. We are of a traditional mind yet we have added a number of what we think are necessary facilities to *Rita* over the years.

As these things are now measured, ours remains a simple boat, different though she is than when she was launched. Yet by comparison to the kind of small boat cruising some of my friends engage in,

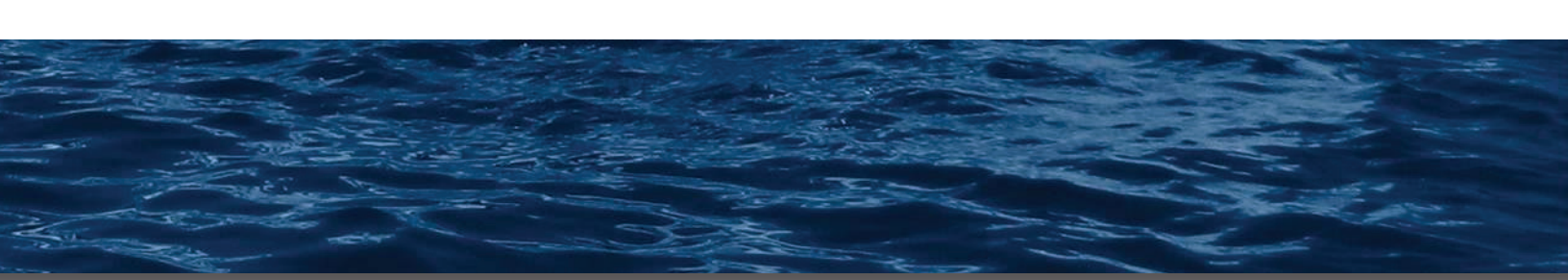
LEW'S LESSONS



Rita is a palace of excess. This raises a question. What exactly do you need?

There is a type of small boat cruising scenario wherein little has changed since the days of the Vikings. I have friends who cruise in larger classic boats that remain equipped in a very traditional manner, but I am thinking here of smaller boats, the most ambitious of them perhaps outfitted with a graceful

but strictly rudimentary cabin. Such boats are simplicity defined, powered only by sail or oar, intended to get you out on the water and close to the action. Very close. Give an intrepid small boat person a stout, sound hull of modest proportions, a few six packs cooled by submersion in the surrounding water, a single burner camp stove and a sleeping bag and they will find their way. In this world a 24 foot boat is a big vessel and



16 feet may be the average. There is no function on such a conveyance that Leif Ericson or George Vancouver wouldn't recognize even if some of the materials and approaches to construction have been updated to suit more modern approaches to joinery and adhesion.

My friends, the hearty practitioners of the wet arts, are all quite enthusiastic about their lack of what most of us consider basic conveniences. A frequent goal among them is to traverse the Inland Passage between Seattle and Southern Alaska. For me, the idea of 700 sea miles in a 16 foot open boat with major crossings and warm beer hasn't much appeal. I appreciate my refrigerator, a dry berth, warm blankets, hot water, cheese trays, doilies and above all else, an enclosed toilet. There is also the matter of an extreme intimacy with varying conditions at sea in what amounts to a stout row boat that raises questions about my own abilities.

My tough guy friends with boats that I consider to be little more than dinghies are all crazy about such adventures

and prefer a rawer intimacy with nature. Their journeys put a premium on a minimum of equipment that is weatherly and can carry just enough stuff to see them to a welcoming beach or the next town with a liquor store. I am familiar by conversation with their adventures and the joy they take in braving conditions I would rather not go out in, but I have an excellent excuse for taking the easier way. They are all younger than I am.

Our first study in refined minimalism is Jake Roulstone. Jake is a craftsman of the first order, comfortable fashioning superb shapes in wood and metal as is obvious at a glance of his tidy canoe yawl. Jake's boat does include an enclosed cabin which allows him the possibility of protection from morning dew or the rare occasions of rain in the California Delta region he frequently cruises. For all the comforts such an enclosure provides, Jake's boat remains a simple craft with no fixed mechanical systems and a simple elegance that compliments explorations of the rivers

LEW'S LESSONS



and lakes of Northern California. The Roulstones' lack for little during their adventures, as the photographs show. Measured sailing legs by day conclude at convenient anchorages and docking facilities that provide pleasant venues for evenings ashore spent grilling salmon and sipping local wines with like minded travelers. One imagines the serenity as a small fleet of raiders gather at a likely spot on the river,

accompanied only by the soft, soothing hum of iPhones set to vibrate. Anyone with a bit of time, a willingness to forgo a few unnecessary luxuries and the ability to stand up to some California jokes can see the appeal and enjoy truly exciting boating in this easy manner, and then there's always that iPhone if you simply must get a bit of surfing in on what is normally a flowing river. Jake and Sally want for nothing more, and the appeal is universal. Jake wrote to me, responding to a comment I made to him about "sail and oar" boats. I include his commentary because it speaks to something about boating in a more general sense that I think is worth considering next time you feel either greater or lesser than the guy moored alongside of you simply by dint of your possessions.

Jake Roulstone:

Forever we have been calling these boats "small craft". This covers all the bases and implies the art in the thing. Many of us are no longer able to pull an oar for hours at a time, and many more have no desire to. The "sail and oar" term implies some

exclusivity that is not good for the sport. Any boat is a good boat, and anyone out on the water should have a good day. Contempt or disparity should not be welcomed.

We have a little 401C association here called the "Small Craft Cruising Club". Sitting eight around the cockpit of a varnished 40 foot sloop, sipping Pinot-Noir and barbecuing

venison marinated in Port wine and Rosemary, we put it together as a drunken whim. There is one qualifier that the boat, whatever it is, must be able to be propelled with oars. Not as a primary propulsion, just as a detail. This means just about everything except a Bayliner is in. The world of "small craft" is indeed small and creating exclusivity is counter-productive.



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-William Canavan



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LEW'S LESSONS




Note that in my world even wackos are accepted if they are in earnest and have a boat.

Tim Yeadon is a practitioner of a different kind of small boat meandering than either mine or Jake's. Tim's vessel, also self-built, is one that he continually and joyfully tunes and adjusts to his particular brand and style of use. Tim cruises areas I am more familiar with than the California Delta, ranging out from Seattle across Puget Sound and up to the San Juan Islands in open 15 foot boat, having organized it so that he can sleep aboard if required. Tim has suffered some ribbing from me

because his idea of "cold beer" means anything under 65 degrees. He gains his refrigeration by dangling his brews in Puget Sound, thus neatly solving one significant problem: how do you do without refrigeration?

Another challenge Tim faces is that our Puget Sound region is mercurial and changing, providing uncertain weather in even the best of seasons, namely that stretch between the middle of August and...the middle of August...that we call summer. Tim is intrepid and says he respects the weather but does not fear it. With perhaps a shortening of sail, a bit of attention paid to heading



and sea state, Tim's able craft sees him through. This boat is built too heavily to be called a dinghy, though it is barely larger than boats I have owned for that purpose.

By my standards such a vessel is Spartan and demanding beyond my skills for our waters. Yet Tim wants for nothing more, far preferring it to a larger boat. He likes a bit of wind so he can sail rather

than row, but he is content to row if that is what is required. All sailors know that with wind comes rising seas. He likes that too. Tim has better foulies than I do, and this, he claims, makes sufficient difference to allow for pleasure rather than misery during a challenge.

Tim Yeadon:

A few thoughts about my open boat camp cruising:



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Photo by Terry Gydesen

LEW'S LESSONS

I have a 15' Matinicus Peapod, lapstrake, cedar on oak. I built her at home, boat and rig, and launched her in 2007. She's an open boat, something that can be rowed and sailed, and easily shifted between the two options. There are times when the wind dies and the current is against you, and you need to row upwind in a hurry. You want to be able to strike the rig or shorten sail quickly. I prefer the lug yawl, so that's what I have.

About engines: At this point in my life, there's great pride in never taking along an engine.

I don't have one, and feel that my entire experience is a cerebral game where you weigh the wind and tides and currents versus your hopeful destination. You do this knowing that all you have are oars and your sail. If you go, you have to earn it. I like this. Sometimes you get spanked, and I accept that.

An engine would really affect this mentality. I'm 38, and do think that there will be a point in my life where I won't be able to row all day, mile after mile if

necessary, and then a little engine might be helpful.

I'm not down with the smell of gas so that time can wait.

I'd say that draws a pretty clear line in the sand.

So where's your line drawn? I'll admit that my own boat as currently configured would be cast out of type without at least fundamental domestic systems, but as can be plainly seen, a great amount of pleasure, satisfaction and distance can be achieved with considerably less than I might define as necessary to accomplish the primary mission, a great experience on the water. Over the years most of us become increasingly aware of how hard we work to afford our luxuries. Today, the question of how much is actually needed can be a source of confusion as we have become accustomed (some might say educated) to need more than was thought necessary in years passed. Yet the question of what is really necessary is an ancient one. The more

experience I accumulate the more clear it becomes to me that simple solutions are frequently the most satisfying. A person can only hold onto so much. The true answer to what a person really needs may surprise you. It might even delight you. In any case, it is a question well worth considering in a time of decreasing resources and increasing

pressures. Least we forget, keeping the many pressures of life in check is for many of us what boating is all about.

Keep it simple.

Lew Barrett owns Rita, a 1938 50' (15.2m) Ed Monk-designed motoryacht based in Seattle.



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MYSTIC MINUTES

Story & Photos: Dan McFadden

No matter what the project it is always a happy day when you reach a milestone. Mystic Seaport had one of those days last month when the shutter plank went into the ceiling in the hold of the *Charles W. Morgan*. After nearly 10 months of work, Museum shipwrights hammered in the final plank to “shut up” the interior of the hold.

The ceiling is the interior planking that goes over the futtocks (frames) and is an important part of the ship’s structure. Replacing the ceiling was a difficult process due to the cramped space in the hold. Each carefully shaped plank – most 40-feet long and 4 inches thick – had to be steamed for hours and then quickly manhandled through small access ports and then clamped into position before they cooled off.

Now that the ceiling is complete, the focus will switch to the exterior of the hull. Previous restoration efforts over the years have addressed the topside planking, so the major effort

this time around will go towards the planking at and below the waterline, much of which dates from her original construction in 1841. The plan is to restore a band around the entire vessel near the waterline to help maintain her structural integrity, and then gradually work down towards the keel.

Shipyard director Quentin Snediker estimates the next phase will take about 18 months. It is the most labor-intensive part of the restoration.

One big advantage for Mystic Seaport visitors is the work will now be much more visible. Since the ceiling replacement, and before that the futtock restoration, occurred in the hold, much of the shipwrights’ activity was hidden from view. Now as the work moves to the outside, visitors will be able to observe the replanking process firsthand.

Mystic Seaport president Steve White was on hand for the shutter plank installation.



Milestones

“This is a significant moment for the *Morgan*. Many people have worked hard to get her to this point and achieving milestones like this put us closer to our goal of returning her to sea in 2014. This is a proud moment for our shipwrights!” he said.

The timing was significant as well. The plank went in at 2:20 p.m. on



MYSTIC MINUTES

Oct. 28, just hours before a fireworks display at Mystic Seaport that kicked off a weeklong celebration of the 70th anniversary of the ship's arrival in Mystic. One local reporter asked White if the Museum deliberately scheduled it to generate some news.

"You'd like to think we contrived it, but we didn't," he replied. "You have to go with the *Morgan's* schedule. She dictates it."

While the shipyard switches to the next phase of their work, the rest of the museum is busy as well. December features the Lantern Light Tours, a Christmas story set in 1876 played out in the village. Visitors are escorted to a series of stations where actors stage a chapter of the tale. The story changes every year with this year's version taking inspiration from Charles Dickens and Frank Capra's "It's a Wonderful Life."

Mystic Seaport has been doing Lantern Light Tours for 32 years and it has become a holiday tradition for many in the region.

The curatorial staff is also hard at work on the big new exhibit for 2012. Titled "Treasures of the Collection," the exhibit will contain selected artifacts from the more than two million housed at the museum. As one curator put it, "We are looking for the 'best of the best' to put in the show."

Obviously, the sheer size of the Mystic Seaport Collection precludes most of it from being readily available to the public. The idea behind the exhibit is to find the most exciting pieces that people never get to see and put them on display. The artifacts will range from oil paintings and prints, to scrimshaw, to ship models, photographs, ship plans, and more.

The hard part is proving to be what to choose. "It's tough," the curator added. "There is so much great stuff, you want to show it all but we just can't."

mysticseaport.org



NEXT ISSUE



Wisconsin Maritime Museum

Founded in 1970 as the Manitowoc Submarine Memorial Association, the WMM has grown into one of the largest maritime museums in the Midwest. The museum's Wisconsin-Built Boat Gallery is a fascinating exhibit, which we'll show you.



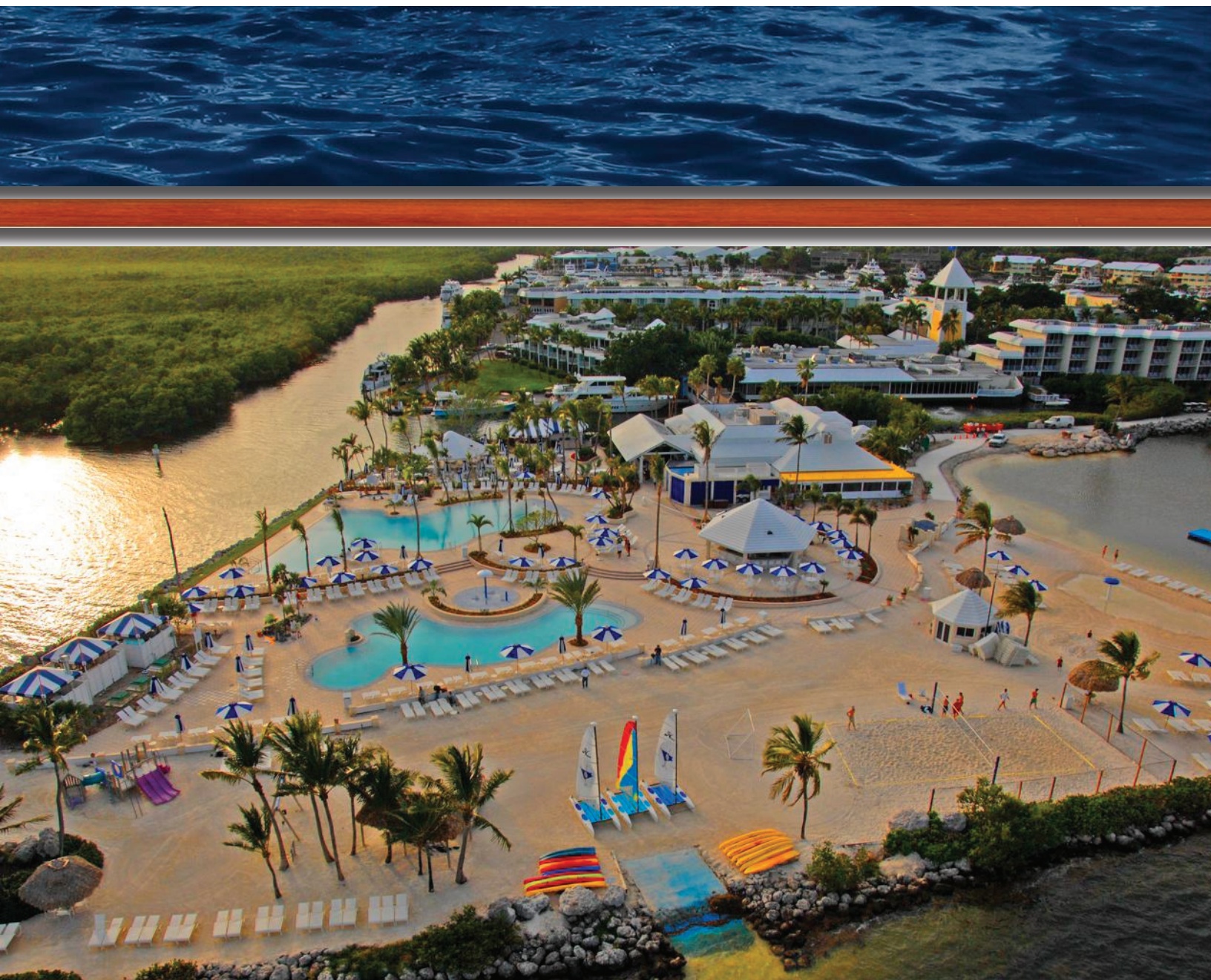
Grand Banks 32

The popular GB 32 was built from 1965 to 1996, with production shifting to fiberglass in 1973. Over 900 were built, making her one of the most prolific small cruising yachts ever. Her blend of efficiency, practicality and beauty makes her a timeless classic indeed.



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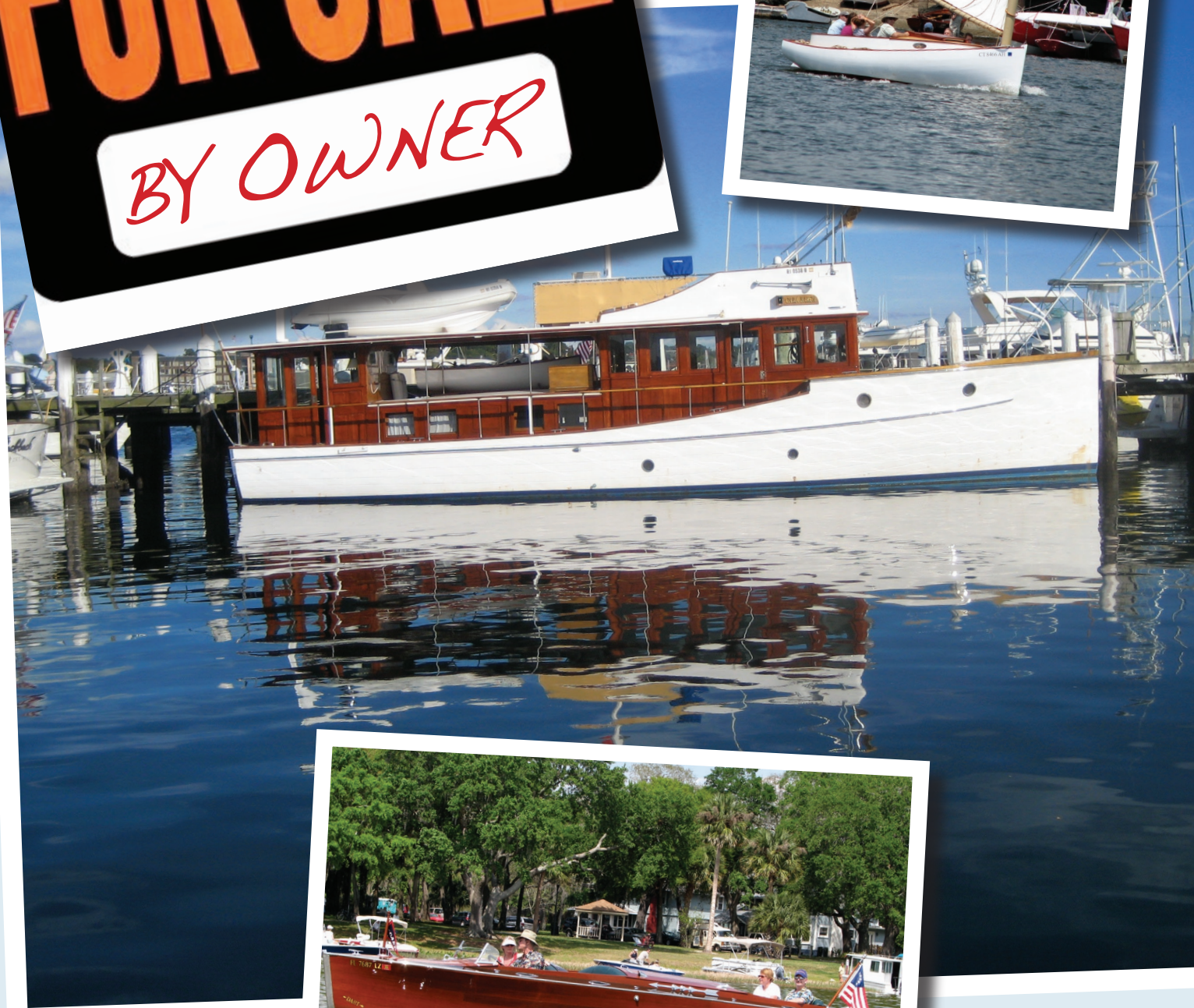
Colonel Hugh Saint has built a reputation over many years for building high quality custom wood-epoxy powerboats in Cape Coral, Florida. We stop by his shop to learn more about what he's done and what's to come.



Ocean Reef Club Vintage Weekend

Each year on the first weekend in December, the Ocean Reef Club in Key Largo, Florida hosts the Vintage Weekend, a celebration of antique and classic planes, cars and yachts. It's a time of camaraderie, live music, great food and of course some beautiful yachts. What better way to spend a winter weekend?

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